area
screening
canada

# CHARLOTTETOWN

## PRINCE EDWARD ISLAND

PREPARED BY

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REAL ESTATE SERVICES DIRECTORATE

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## PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the ongoing Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile. Following a general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee on Federal Land Management and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. This report was researched during the period of November 1981 - March 1982.

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**CHARLOTTETOWN AREA SCREENING CANADA STUDY**

**EXECUTIVE SUMMARY**

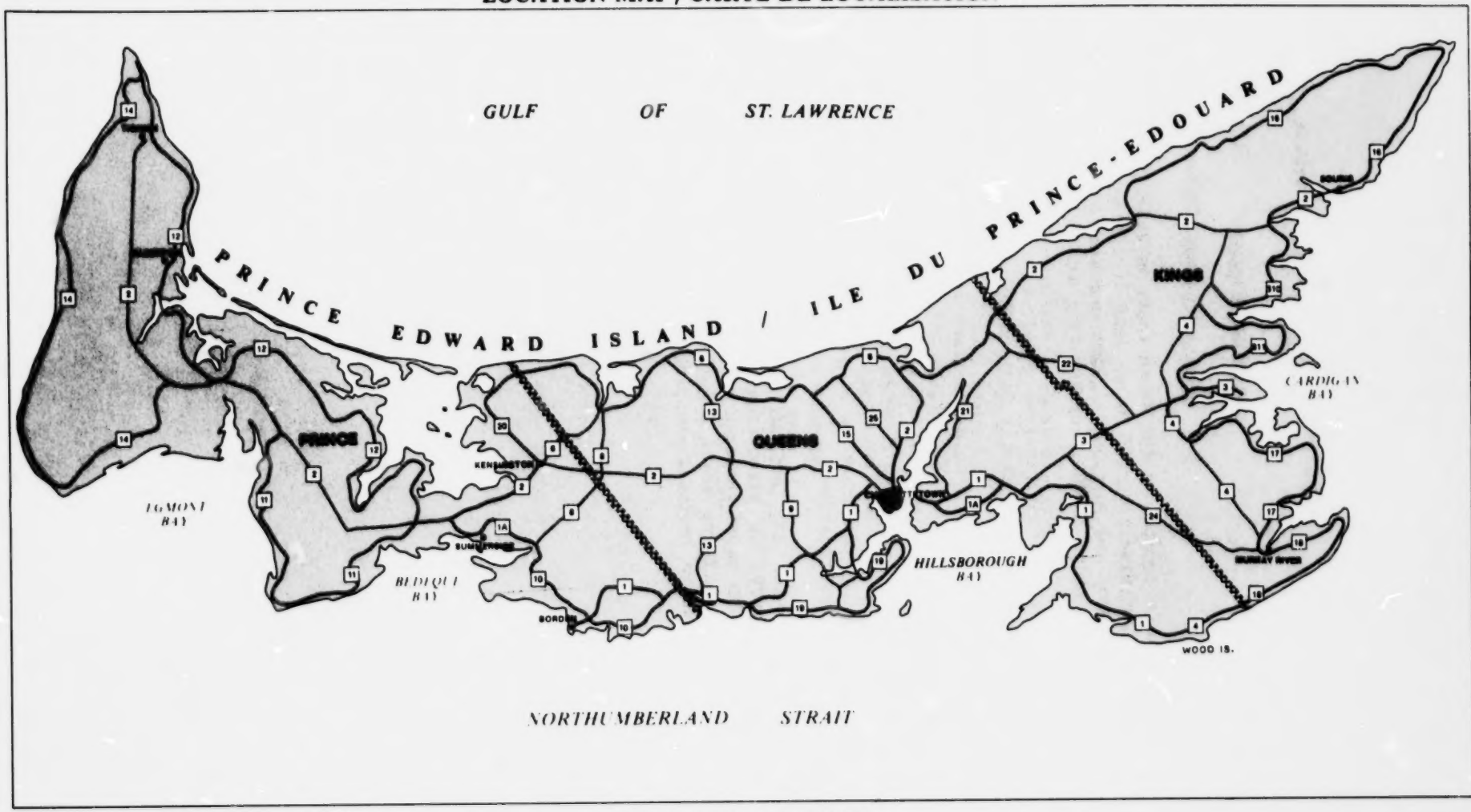
Charlottetown is located on the south coast of Prince Edward Island. The study area covers approximately 3650 ha of land including the City of Charlottetown, Parkdale, Sherwood and portions of East and West Royalty. The 1981 population of the area was about 26,000, representing a 3.9% decline from 1976.

The economic base of Charlottetown revolves around its dual role as provincial capital and major service centre for the Island's agricultural economy.

Urban growth in the area originated along the waterfront; newer development has occurred in inland zones. Commercial activity is focused in the Charlottetown CBD, with highway commercial uses extending along major arterials. The outlying municipalities of Parkdale and Sherwood are primarily residential. Recent out-migration has resulted in pronounced rural population growth. Industrial activity continues to be strongly based on food processing, despite attempts at diversification.

Charlottetown, with the aid of a regional planning board and a regional development agency, is attempting to revitalize its CBD and redevelop the harbourfront. Two major concerns of city officials are the sharp out-migration of residents to outlying areas and the relocation of commercial activity away from the downtown to regional shopping centres.

# CHARLOTTETOWN
## LOCATION MAP / CARTE DE LOCALISATION




**SCALE / ECHELLE 1:700,000**

## 1.0 INTRODUCTION

This Area Screening Canada (ASC) Study focuses on the City of Charlottetown, Prince Edward Island (pop. 15,282). Also included within the study area boundaries, which encompass approximately 3650 ha, are the Town of Parkdale (pop. 1,991), the Village of Sherwood (pop. 5,681) and portions of the Villages of East Royalty (pop. 1,696) and West Royalty (pop. 1,685).[1]

Charlottetown is located on the southern coast of Prince Edward Island about midway between its eastern and western extremities. Situated on a small 'v'-shaped peninsula formed by the mouths of the North and Hillsborough (East) Rivers, the city is 254 km north of Halifax, Nova Scotia and 380 km east of Fredericton, New Brunswick. Summerside, PEI (pop. 7,708), the only other major urban centre on PEI, lies 64 km to the west.

The entire island is characterized by gently rolling, generally well-drained, rock-free terrain with a maximum elevation of 152 m. Totally surrounded by salt water, its proximity to the ocean results in moderate climatic conditions. Mean annual temperature for Charlottetown is 6°C, yearly frost-free days average 155 and annual precipitation averages 105.6 cm. A high proportion of fine silt and sand makes the soil highly conducive to agriculture. Seventy-three per cent of the Island's 5657 $km^2$ is truly well-suited farmland, although only 55% of the available arable land is cleared.[2]

Charlottetown's central location on the southern coast of the province and natural harbour have led to its role as the focal point of urban activities for the Island's 122,506[3] residents. Approximately 21%[4] of the provincial urban population lives within the Charlottetown study area.

The road/rail link to the mainland is provided by ferry. Two ferry terminals, one at Borden and the other at Wood Islands, are each located about 56 km from Charlottetown. Year-round service for both road and rail traffic is operated by Canadian National (CN) between Cape Tormentine, New Brunswick and Borden; a private company conducts seasonal vehicular passage between Caribou, Nova Scotia and Wood Islands, east of the provincial capital. The Trans Canada Highway connects the two ferry docks, passing through downtown Charlottetown (see location map, page 1).

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1 Statistics Canada, Population Counts 1981 Census of Canada.
2 PEI Royal Comission, Land Ownership and Land Use Charlottetown 1973, page 21.
3 Statistics Canada, Population Counts 1981 Census of Canada.
4 Statistics Canada, Urban/Rural Distribution, 1976 Census of Canada.

## 2.0 URBAN PROFILE

### 2.1 POPULATION

Despite being the province with the smallest land mass (0.1%), the least population (0.51%) and the lowest percentage of urban population (37% compared to Ontario with 81%), PEI is the country's most densely populated province (20.2/km$^2$)[5].

Historical population figures show that, at the turn of the century, PEI's population was approximately 103,000 but dramatically decreased more than 17% by the early 1930's. Not until the late 1950's did the population surpass the 1901 total. Since 1961, the province has increased approximately 18% to 122,506 by 1981.[6]

In contrast, the City of Charlottetown enjoyed a steady population growth rate, averaging over 13% during the first 40 years of this century. However, the city's population growth slowed noticeably during the 1940's and early 1950's averaging 7% and 5% respectively.

The City of Charlottetown has experienced an erratic growth rate over the last 25 years.[7] Between 1956-61 the annexation of Spring Park and Royalty largely accounted for the 1.9% per annum increase. Another growth period (0.8%) occurred between 1966-1971. However, within the next five years, Charlottetown's population declined sharply by over 12%, primarily due to high out-migration to outlying areas and the modern trend towards smaller families. The latest figures reveal a further steep decline in the city's population. Again the trend towards suburban living and to smaller family units seems largely responsible for the 11.6% downturn in the community's growth rate between 1976-1981.

The out-migration from city to suburbs has had a similar, though somewhat less severe, effect on the neighbouring Town of Parkdale owing to its smaller size and less urbanized pattern. Parkdale's population grew by 33% between 1961-1971; however, as in Charlottetown, it declined 6.5% by 1976 and a further 8% to just under 2,000 by 1981.

To emphasize the attraction of surburan relocation the Village of Sherwood experienced marked growth in the 1961-1976 period rising from 1,680 to 5,602 (55%). Between 1976-1981, as more residential land was developed, the growth rate tapered off to less than one per cent.

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5 Reader's Digest (CAA), Atlas of Canada, Montreal 1981, page 61.
6 Statistics Canada, Census of Canada 1901-1981.
7 City of Charlottetown, Official Plan, March 1980, page 10-6.

Although small population bases tend to exaggerate their growth patterns, the Villages of East and West Royalty experienced a high growth rate throughout the past 20 years as a result of the urban/suburban shift. Between 1976-1981, the population of East Royalty increased by more than 61% from 1,045 to 1,696. West Royalty grew from 1,244 to 1,685 during the same five year period, a 35% growth rate.[8]

Population projections for PEI indicate a very slow growth rate averaging 0.046% until 1995,[9] likely resulting from natural increases rather than in-migration. Statistics Canada has not performed any population projections for the Charlottetown area; although Charlottetown's official plan forcasted in 1979 that the city would enjoy a population of 18,500 by 1986, reaching 19,200 by 1991.[10]

Although the continued high out-migration during the late 1970's has forced city officials to abandon their earlier projections, they still believe that Charlottetown will begin to show a steady, but slow growth. They maintain that the urban/suburban shift has finally reversed and that the people are returning to the city, largely because of the ever-increasing cost of commuting. Any substantial population increase in the city will likely be at the expense of the neighbouring suburban and rural communities. The future state of the economy will play a very important role in any population increases for the City of Charlottetown.

In contrast, the Charlottetown Area Regional Planning Board (CARPB) believes that the city-held opinion of a reversing trend towards in-migration has not yet happened. They contend that Charlottetown's population decline is attributable to a variety of influences, such as smaller family units, and the economics of the current recession. They further believe that any future growth will concentrate more in the surburban areas, with lower housing costs, than in the City of Charlottetown.

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8 Statistics Canada, Census of Canada 1961-1981.
9 Statistics Canada, Provincial Population Projections 1976.
10 City of Charlottetown, Official Plan, March 1980, page 10-6.

## 2.2 ECONOMIC CONTEXT

Charlottetown's natural harbour, formed by the confluence of three rivers meeting the waters of the Northumberland Strait, attracted early settlers to this area of the Island. Its importance as the principal port for PEI has continued to this day.

There is a concentration of governmental functions in Charlottetown, resulting from its role as provincial capital and centre for federal government services in PEI.

Equally important is its role as the Island's major service centre for transportation, industrial, institutional*, commercial, cultural and recreational facilities in the province's agriculturally based economy.

Table 1

Labour Force by Industry, 1971

| Industry | % Charlottetown | % PEI | % Canada |
|---|---|---|---|
| Agriculture | 12.6 | 13.6 | 5.6 |
| Forestry | 0.3 | 0.3 | 0.9 |
| Fishing and Trapping | 4.6 | 5.0 | 0.3 |
| Mining | 0.1 | 0.1 | 1.5 |
| Manufacturing | 9.3 | 9.8 | 19.8 |
| Construction | 7.0 | 6.5 | 6.2 |
| Transportation, Communications, Utilities | 7.2 | 7.2 | 7.8 |
| Trade, Commerce | 13.8 | 13.7 | 14.7 |
| Finance, Insurance, Real Estate | 2.1 | 2.0 | 4.1 |
| Service** | 23.9 | 21.9 | 23.7 |
| Public Administration, Defence | 9.7 | 11.0 | 7.4 |
| Other | 9.4 | 8.9 | 8.0 |
| Total | 100.0 | 100.0 | 100.0 |

Source: Statistics Canada, 1971 Census of Canada

Table 1 illustrates the above-average dependency of both the province and the city on primary industry, notably agriculture and fishing. This sector of the economy employs more than double the national average and is mirrored by the reverse situation present in manufacturing.

* Institutional functions include education and health facilities.

** Includes Education, Health and Welfare, Accommodation and Food, Personal, Professional and Recreational Services.

To emphasize the city's service centre role, almost one worker in four is employed in this sector of the economy, which is comparable to the rest of the country. The other notable variation in the labour force occurs in the public administration sector, where close to 10% earn a living, compared to 7.5% for Canada.

PEI's average family income ($18,792) is 29% below the national average ($24,245) but only four per cent below that of the other Atlantic Provinces.[11] This deficit is due primarily to the province's dependency on seasonal land-based employment and to the virtual absence of secondary industry.

There is a high percentage of seasonal unemployment in PEI. The seasonally-adjusted unemployment rate for the province fluctuates around 11%, a result of the dependency on land-based primary industry. The unadjusted figure of 12.9%[12] indicates the hardships of seasonal employment.

Limited raw materials, very high energy and transportation costs, as a result of the isolated nature of the Island, deter most industry from establishing plants in PEI. With the exception of some exporting food processing plants, manufacturing will likely continue to be a local market-oriented, service-based industry.

In addition, an integral part of the economy of both the Charlottetown area and the Island is tourism. The natural beauty and quaintness of Canada's smallest province attracted more than 215,000 visitors between May and October of 1980.[13] Slightly more than 11% came to PEI for business or conventions; while almost 71% came to visit or sightsee. Tourism has been growing at about 10% per year.[14]

The vast majority of visitors travel via the ferry services. Thus, disruptions in this vital transportation link would cripple the tourist industry, as did the CN strike of August 1973.[15]

Tourism adds substantial financial input to the Province of PEI. In 1980, a record $43.4 million was spent, a 12% increase from 1979. Since 1976, tourist dollars spent have increased at an average of 13% per annum. Approximately 5% of the total value added to the Island's economy results from tourism.

Eighty-five per cent of the visitors to the Island travel in the Charlottetown area.[16] Province House (4.2.8), the provincial legislature building, is one of the main attractions.

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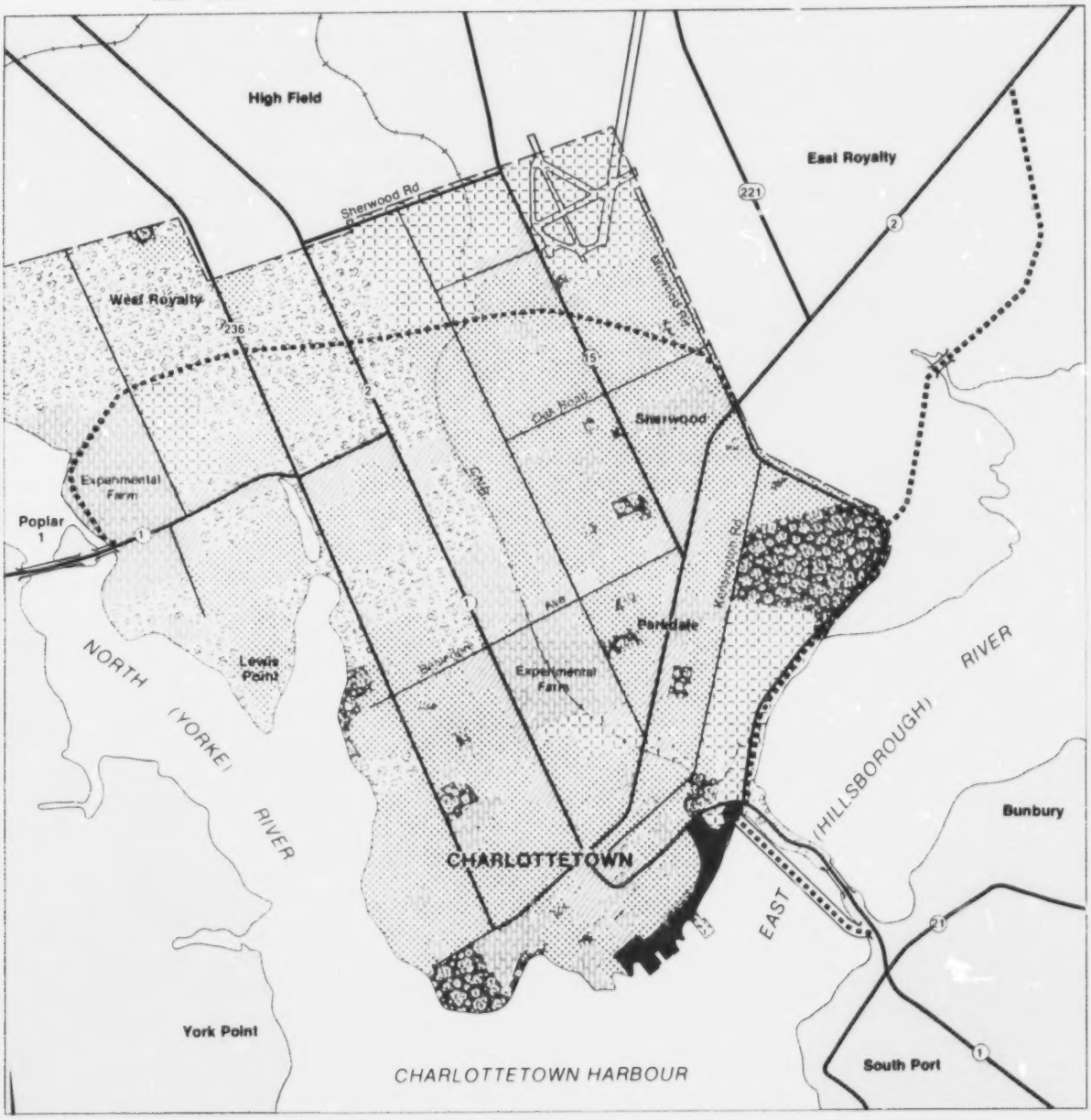
11 Statistics Canada, Income Distribution by Size 1979.
12 Statistics Canada, Labour Force January 1982.
13 Tourism statistics taken from PEI Statistical Review 1980 (except where noted).
14 DREE, Economic Development Prospects in PEI 1979 page 21.
15 PWC, Program Planning and Coordination, PEI Accomodation Study 1974 page 8.
16 CARPB, Charlottetown Area Regional Planning Guidelines, May 1981, page 57.

# CHARLOTTETOWN
## GENERAL LAND USE UTILISATION GÉNÉRALE DU SOL




COMMERCIAL COMMERCIAL

RESIDENTIAL /RÉSIDENTIEL

INDUSTRIAL /INDUSTRIEL

INSTITUTIONAL /INSTITUTIONNEL

RECREATIONAL /RÉCRÉATION

VACANT /VACANT

COMPREHENSIVE DEVELOPMENT AREA ZONE D'AMÉNAGEMENT D'ENSEMBLE

PROPOSED TRANSPORTATION IMPROVEMENT PROJET D'AMÉLIORATION DU RESEAU ROUTIER

SCALE/ÉCHELLE 1:50,000

## 2.3 URBAN STRUCTURE

### 2.3.1 General Structure

Historically, development in the Charlottetown area originated along the harbourfront. The importance of shipping led to the city's establishment as the Island's industrial and commercial centre. As shipping declined, the significance of this location diminished and the commercial core has shifted north to the area centered on the block bounded by Kent, University, Grafton and Queen Streets.

The city's main industrial area remained in the southeast periphery along the harbour. Recently, over 50% of this land was rezoned a Comprehensive Development Area in an attempt to encourage more people-oriented redevelopment to occur, although existing industrial, transportation and marine-related functions will remain in the area. Two newer industrial zones are found on the outskirts of the urban area, in Sherwood and West Royalty.

The largest concentration of institutional land is along University Avenue, the main artery into the city core. Residential land uses are found throughout the urban area, with recent major housing developments occurring in East Royalty (Hillsborough Development) and near University Avenue in Charlottetown (Marysfield).

Charlottetown officials have indicated that in the Greater Charlottetown Area adequate amounts of serviced land are available for commercial, residential and industrial development for the next 15 years. Within the city proper, commercial and industrial redevelopment would be necessary for major future expansion in these sectors.[17]

In terms of recreational land, one city park (Victoria Park), two district parks, and nine neighbourhood parks, comprising 45.9 ha exist within the city. Based on 1976 population and the desired ratio of parkland to people, the city feels a deficit of 6.7 ha remains.

In contrast to many other similar-sized Canadian cities, Charlottetown's dual role as provincial capital and the Island's largest community has afforded it planning involvement by all three levels of government. In addition, the Charlottetown Area Regional Planning Board (CARPB) and a publically-funded private company, the Charlottetown Area Development Corporation (CADC) are both deeply involved in urban revitalization.

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17 Conversation with H. Gaudet, Development Officer, City of Charlottetown, November 1981.

### 2.3.2 Transportation

The Island's two major highways bisect the Charlottetown urban area. Provincial Highway 2 extends to Tignish on the western tip and Highway 1, the Trans Canada, links the ferry terminal at Borden. Both highways follow University Avenue into the CBD then head eastward; Highway 2 towards Souris and the Trans Canada to the Wood Islands ferry dock (see General Land Use Map, page 7).

The area's peninsular location helped determine the modified radial pattern of the regional road network. Two parallel routes, University Avenue (the main arterial) and North River Road extend northwest from the central core of Charlottetown. St. Peters Road (Highway 2) and Riverside Drive run northeast from the city centre through Parkdale and Sherwood, while Brackley Point Road extends towards the north coast from St. Peters Road.

The local road system in the older central area of Charlottetown follows a rigid grid pattern. In comparison, a mix between irregular neighbourhood loop and grid predominate the patterns in the rest of the built-up portions of the study area.

At present no public transportation is available in the Charlottetown area. Adequate downtown parking areas and the preference for private vehicle travel led to the recent demise of a private company's attempt to establish public transportation in the region.

Traffic projections indicate that the northern section of University Avenue and St. Peters Road will reach capacity by 1991. The Hillsborough Bridge is already close to capacity during peak periods.[18] To alleviate this expected overburden, the province has been slowly developing a by-pass highway, the perimeter arterial. Moreover, the Regional Transportation Plan recommends additional major works to upgrade the regional road system including an extension to Riverside Drive, a waterfront arterial and a new Hillsborough Bridge (see General Land Use Map, page 7).

The harbour has been vital to the historical development of Charlottetown. Water transportation still plays a major role in the Island's economy. Charlottetown's harbour, the largest in PEI, handles much of the province's ship traffic. Some agricultural produce, notably potatoes (the major commodity), is exported by ship from the PWC Railway Wharf (4.2.20). Several other harbour facilities are used by a variety of marine-based functions, including the Canadian Coast Guard, dredging craft, fishing boats and oil storage tanks.

In addition to the year-round NB-PEI ferry service, CN operates the province's freight rail system. Ninety per cent of the freight rail traffic off the Island in 1981 was for potatoes.[19] In the Charlottetown area, the rail line right-of-way extends from the harbourfront northward to Royalty Junction where it branches east and west to other portions of the province. Commercial air service for PEI is centered on the TC Charlottetown Airport (4.2.1), the Island's only major commercial facility.

18 ADI Limited, Charlottetown Area Regional Transportation Plan 1979.
19 CN, Freight Sales, Weymouth PEI.

### 2.3.3 Commerce

The Charlottetown CBD is the traditional financial, commercial and cultural centre, not only for the city and area, but also for the Province of PEI. In recent years, traffic congestion and parking problems led to some development occurring outside the core; however, the ongoing redevelopment of the harbourfront and improved parking facilities are expected to continue to aid revitalization of the CBD.

In downtown Charlottetown, commercial activity occupies the largest proportion of land within the area bounded by Euston, Prince, Richmond and Pownal Streets. Commercial activity also extends down Queen Street to the harbourfront, where a 200 room hotel/conference centre is presently under construction. Highway commercial development in the city is located along University Avenue between Euston Street and Belvedere Avenue.

Commercial land uses outside the city are generally confined to highway commercial activity.

Commercial zones in both Parkdale and Sherwood are concentrated along St. Peters Road. A major commercial development has occurred at the intersection of St. Peters and Brackley Point roads in Sherwood. Small commercial pockets are also located southwest of the TC Charlottetown Airport (4.2.1).

Similarly, commercial land uses in East and West Royalty are highway commercial activity, although a large regional shopping centre has recently opened in West Royalty along Highway 1 (Trans Canada).

In 1978, there was 71 254 $m^2$ of department store type merchandise (DSTM) space in the Charlottetown area of which 31 028 $m^2$ was located within the CBD. Four other concentrations in the region account for the majority of the remaining 40 226 $m^2$ of DSTM: the Charlottetown/ West Royalty Mall (West Royalty), Ellis Brothers Centre (Sherwood) and the K-Mart/University Plaza and Royalty Mall (Charlottetown).[20]

City and regional officials agree that the amount of commercial, retail and office space is adequate for the foreseeable future. Moreover, the provincial government has legislated guidelines to better control future major shopping centre development (see 3.3 Provincial Objectives).

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20 CARPB, Charlottetown Area Retail Space Report, 1978.

### 2.3.4 Industry

Light industry dominates this sector of the area's economy. Much of the manufacturing located in the Charlottetown area is comprised of small firms (under 40 employees) providing service to the province's agriculture economy. The two largest companies, Canada Packers* and Perfection Food, employing 262 and 140 respectively, are engaged in food processing.

Traditionally, the major industrial area in the region was concentrated on the Charlottetown harbourfront, specifically in the area east of the TC Marine Agency Depot (4.2.18) and extended along the shoreline into the Town of Parkdale. The City of Charlottetown designated the majority of their portion of this area a Comprehensive Development Area in October 1979 (see 2.3.1, General Structure) to allow for more people-oriented redevelopment.

In Parkdale southeast of the AGR Home Farm (4.2.3), two-thirds of a fully serviced 36 ha industrial area is currently occupied.

Recent industrial development has also been established in Sherwood and West Royalty. Forty-eight ha of an 89 ha industrial area located in the northern part of the Village of Sherwood west of the TC Charlottetown Airport (4.2.1) are in use. A CN rail line bisects this serviced** zone.

The only true industrial park[21] is the 40 ha, fully serviced West Royalty Industrial Park, adjacent to the AGR Upton Farm (4.2.2). Since its creation in 1975, 80% of the park has been developed.

A total of 73 ha of serviced industrial land is still available for industrial development in the Charlottetown area. It is expected that this supply will be adequate until the 1990's and no major developments are anticipated. Should more land be required, the area west of Brackley Point Road adjacent to the Charlottetown Airport, which is subject to high aircraft noise, may offer potential for future industrial development.

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* Canada Packers has recently announced plans to close their operations in Charlottetown by the end of 1983.

** all services except water.

21 CARPB, Charlottetown Area Regional Planning Guidelines, May 1981 page 53.

### 2.3.5 Housing

Single-family residential (R1) dominates the housing situation within the Charlottetown area. Most of Sherwood, Parkdale, East and West Royalty, as well as the outlying sections of Charlottetown, are primarily single detached dwellings. Multiple-family (R4) accommodation is concentrated near the waterfront and in the southeast of the city, with some pockets located along Mt. Edward and St. Peters Roads in Parkdale. Interestingly, 22% more families rent rather than own private dwellings in the City of Charlottetown, with 57% of the rentals being apartments. In December 1981, the vacancy rate in the total area was 3.3% of which only 1.5% was in Charlottetown. There is at present an oversupply of serviced residential land in the area. A major city housing project, the 36 ha Marysfield development situated west of the UPEI campus, has managed to fill only 25% of its 500-unit capacity. A similar situation exists with East Royalty's Hillsborough Development, where only 10% of the proposed 2,000-unit project has been occupied.[22] High interest rates have drastically curtailed the demand for new residential accommodation.

Should demand increase in the future, there are more than 2,500 lots in the Charlottetown area, both serviced and partially serviced, awaiting development.

Federal-provincial assistance to the existing housing stock has focused on the Neighbourhood Improvement Program (NIP) and Residential Rehabilitation Assistance Program (RRAP). Three central areas of Charlottetown as well as the communities of Parkdale and Sherwood were under NIP programs. Almost 1.5 million federal dollars have been spent in Charlottetown during the six-year period prior to 1979. Sherwood is the only remaining community with a current NIP program and these funds are expected to be depleted by the end of 1982.

In addition, the current RRAP has expanded from the central core fringe of Charlottetown to include virtually all of the study area. To date, $6.4 million have been spent in the City of Charlottetown alone.[23]

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22 Telephone conversation with CMHC, District Office, Charlottetown, PEI, November 1981.

23 Ibid.

### 2.3.6 Institutional

Institutional zones account for 16% of the City of Charlottetown's total area; second only to residential land use. The city's role as the Island's centre for both provincial and federal government services has contributed to the higher than average proportion of institutional land when compared with similar-sized Canadian communities.

Moreover, the Island's major health and higher education facilities are concentrated in the Charlottetown area. The new Queen Elizabeth Hospital, situated on provincial land east of Parkdale along Riverside Drive, opened in April 1982. This modern facility will soon replace the two existing city hospitals, both located in the southwest periphery of the municipality. These aging buildings, slated for possible major reparations and continued use for chronic and nursing home care options, are under study by the province.

Holland College's Charlottetown Centre campus, a technical institution, occupies a block in the central area of the city. The spacious rectangular-shaped campus of the University of Prince Edward Island (UPEI) is located along University Avenue in the north end of Charlottetown. Coupled with the AGR Home Farm research station (4.2.3) immediately south of the UPEI campus, this expanse of landscaped institutional space, totalling more than 112 ha, enhances the visual appeal of the surrounding neighbourhood.

Federal institutional land is concentrated within the City of Charlottetown, with the major exceptions being the 100 ha AGR Upton Farm (4.2.2) located in West Royalty and the 597 ha TC Charlottetown Airport (4.2.1). The major provincial government offices are situated in the block west of Rochford Street, on the western edge of the central area. Two of Charlottetown's main municipal departments: city hall and police, are housed in a heritage building complex in the CBD at the corner of Kent and Queen Streets.

In economic terms, the education and health sector of the labour force accounts for the highest percentage of employment in the Charlottetown area. This trend is expected to continue and gradually increase as the public service role augments. To accommodate future land requirements, the city has zoned the area north of the UPEI campus institutional.

## 3.0 GOVERNMENT LAND PLANNING OBJECTIVES AND COMMUNITY CONCERNS

The land planning objectives of the various levels of government, federal, provincial, regional and municipal are presented as criteria to help assess the appropriateness of current use of federal holdings in the communities under study. It is felt that these objectives accurately reflect the revised interests of federal land management. The objectives range from the general (federal and, to some extent, provincial), implying broad national or regional concerns, to the specific (regional and municipal) indicating detailed directions for community growth and change. The reader will note that objectives are what each government attempts to achieve in a particular policy area and that programs and projects represent increasingly more specific means to achieve the stated objectives.

## 3.1 LOCAL OBJECTIVES

### 3.1.1 City of Charlottetown

#### A) General

Charlottetown seeks to ensure an adequate supply of suitable housing stock (by upgrading or redeveloping where needed) and to encourage repopulation of the downtown area. Other major planning objectives and policies focus on the provision of a sufficient amount and variety of parkland; environmentally compatible development; efficient, safe, economical transportation networks; and the minimization of conflicts between various land uses.

#### B) Specific

With respect to commercial development, the city's objective is to maintain and encourage the central commercial area (the CBD and immediate environs) as the major cultural and commercial centre in the Charlottetown area. Supportive policy includes encourging new major office and commercial activities to locate in the core and promoting governments to recognize and support this objective.

The city is fully aware of the potential benefits that both the locating of public buildings in the CBD and integrated redevelopment of the harbourfront (Comprehensive Development Area) have towards the revitalization of the core. It is also city policy to encourage the protection and conservation of historic and architecturally significant buildings.

### 3.1.2 Town of Parkdale

The major objectives and policies of the Town of Parkdale concentrate on ensuring a pleasant suburban blend of commercial and residential neighbourhoods.

### 3.1.3 Village of Sherwood

In addition to an official plan, Sherwood has comprehensive municipal standards and zoning by-laws which assist in controlling urban development. Focus is on preserving the high proportion of residential land uses in this suburban community.

### 3.1.4 Village of East Royalty

The most significant local objective relating to federal properties in East Royalty concerns the lands adjacent to the TC Charlottetown Airport expansion property (see 4.2.1). This area, designated the Airport Planning Area, is presently zoned agricultural and supports the recent airport expansion.

### 3.1.5 Village of West Royalty

A prime objective of the community of West Royalty is to promote the conservation of recreational lands, wetlands, and agricultural lands. The village also intends to remain separate from the City of Charlottetown and surrounding municipalities.

## 3.2 REGIONAL OBJECTIVES

Although there is no regional government in the Charlottetown area, the Charlottetown Area Regional Planning Board (CARPB) and the Charlottetown Area Development Corporation (CADC) have been formed to advise and coordinate development on a regional scale. Comprised of representatives from 15 area municipalities, CARPB formulated their regional plan guidelines in 1981 in an attempt to provide stability and direction to the development of the region.[24] The emphasis of the board is focused on minimizing inter-municipal conflicts that may arise from regional projects such as sewerage, road or electrical power routes. To date, CARPB has commissioned or conducted studies on regional transportation, retail space, environmental districts, parking and development options.

CADC was formed to plan in detail, and implement where possible, the revitalization of the Charlottetown area. CADC efforts have primarily been concentrated in the harbourfront area coordinating such developments as Harbourside and the adjacent hotel/conference centre. CADC is now seeking to commission a Harbourfront Master Plan to integrate the proposed rehabilitation/redevelopment of the Charlottetown harbour lands, from the Hillsborough Bridge to Victoria Park.

24 CARPB, Charlottetown Area Regional Planning Guidelines.

## 3.3 PROVINCIAL OBJECTIVES

### A) General

The main planning objectives of the provincial government emphasize the revitalization of rural communities, stabilization of urban communities, promotion of energy conservation and tourism and assistance to municipalities in the adoption of local official plans.

### B) Specific

#### (i) Land Use

To coordinate and guide policy formulation with respect to rural inland and coastal lands, a provincial land use commission has been established to regulate and to provide assistance to local planning boards involved in land subdivision and development.

#### (ii) Commercial

In order to mitigate detrimental effects of major retail development on forecast market areas, provincial impact assessment and approval is mandatory for any proposed shopping centre or addition exceeding 2000 $m^2$.

#### (iii) Transportation

To assist in alleviating congestion in the CBD, the province is developing a perimeter arterial (see General Land Use Map, page 7) to reroute highway through-traffic around the built-up urban area.

## 3.4 FEDERAL OBJECTIVES

### FEDERAL LAND MANAGEMENT (FLM) POLICY

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provisions of government services with the achievement of wider social, economic and environmental objectives.

### OTHER OBJECTIVES

The following federal objectives were primarily derived from the First Annual Review of the Senior Interdepartmental Committee on Urban Affairs and other federal policy documents.

**A) General**

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

**B) Program-Related**

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow-growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood-vulnerable developments in flood risk areas.

**C) Specific Objectives Relating to Charlottetown**

(i) To assist in strengthening the economy of Charlottetown (and PEI).

(a) Through the decentralization program the new Headquarters for DVA is presently under construction in downtown Charlottetown (see 4.2.7).

(b) Through the assistance of DREE* and ITC, a more diversified industrial base is being established by increasing efficiency and expansion in processing and manufacturing.

(ii) To promote the enhancement of existing residential land use.

(a) Through NIP and RRAP programs, CMHC is assisting in the rehabilitation of present housing stock.

---

* DREE and PEI signed a 15-year Comprehensive Development Plan in 1969. Strategy emphasis is on the agricultural, fisheries, tourism, industrial development and transportation sectors.

## 3.5 COMMUNITY CONCERNS

Inadequate parking space for shoppers, especially during tourist season, still hinders retail trade in the CBD. Suburban shopping centres built during the 1970's have lured many potential CBD clients away from the downtown.

Out-migration to suburban neighbourhoods is partly responsible for Charlottetown's sharp population decline.

Over-housing*, especially in the older residential areas, is becoming a municipal concern.

The older high density residential areas continue to have shortages of parkland.

The routing of highway through-traffic via Charlottetown's central core continues to cause congestion.

The concept of airport expansion and its potential effect on the natural environment of the Charlottetown area led to the adoption of the Greater Charlottetown Environmental District Plan in 1979. This regional plan examines a variety of environmental issues such as wildlife conservation, waste management, water quality and development. Specific concerns relating to federal property focus on protection of the area from environmental constraints imposed by the new airport.

DOE has been monitoring several environmentally sensitive issues in the Charlottetown area. These include protection of Charlottetown's well-based water supply from possible contamination as a result of airport expansion**, the effect of bleaching from the landfill site in East Royalty on shellfish breeding grounds at the mouth of Wright's Creek, and ensuring conformity with DOE pollution control standards for sewage by firms located in the West Royalty Industrial Park. DOE also monitors area dredging projects including the proposed waterlot deepening beside the PWC Railway Wharf (4.2.20) in 1982-1983 to improve docking and navigation.

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* Underutilization - individuals or couples residing in large dwellings suitable for families.

** Headwaters of three watersheds, the Winter River Basin, North Creek Basin and Wright's Creek originate from the airport lands (4.2.1).

# FEDERAL PROPERTIES

## 4.0 FEDERAL PROPERTIES

### 4.1 FEDERAL PROPERTY CHARACTERISTICS

There are 22 federal landholdings totalling 778 ha in the ASC study area owned by eight departments and one Crown corporation. The 597 ha TC Charlottetown Airport is the largest property, followed by the two AGR Research Stations which together comprise 159 ha. The 19 remaining sites occupy areas of less than five ha; 13 of these properties are less than one ha in size.

DND, TC, PWC and DFO (properties 4.2.15 - 4.2.20) and CN administer approximately 45% of the Charlottetown Harbourfront. A Harbourfront Master Plan is now the object of a study by CADC.

Approximately 50% of the 76 100 $m^2$ (gross) of Crown-owned space in the Charlottetown area is used as office space. The remainder is used for operational and special purposes. The Crown-owned to leased space ratio is currently 85:15.

Ten federal clients currently occupy approximately 9200 $m^2$ rentable of leased accommodation in 14 locations within the City of Charlottetown. Over 8600 $m^2$ rentable is classified as office space. The balance is divided among storage, laboratory and process space. DVA accounts for almost 34% (3118 $m^2$ rentable) of the total leased space. The majority of this space is interim accommodation until the completion of their new headquarters (4.2.7). The second largest client in leased accommodation is CEIC with over 27%.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 1**

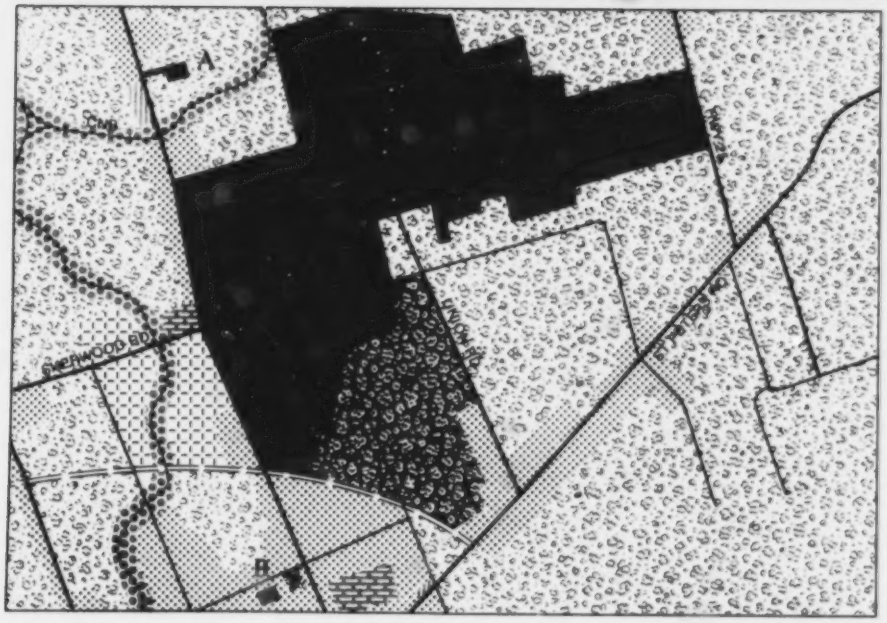
**Charlottetown Airport and Associated Properties**
**Aéroport de Charlottetown et Propriétés Connexes**

250 Brackley Point Road
250, Chemin Brackley Point

OWNER PROPRIÉTAIRE
TC TC

CRPI RIC
1102 049 04 MOTO 22131
1102 022 03 MOTO 02134
1102 022 03 MOTO 02055

STUDY YEAR ANNÉE D'ÉTUDE
1982




## LEGEND / LÉGENDE

| | |
|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:50,000

## 4.2 PROPERTY DESCRIPTIONS

### 4.2.1 TC Charlottetown Airport

**LOCATION:** 250 Brackley Point Road, northeast of Charlottetown

**SITE:**
**Area:** 597 ha
**Function:** Airport
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Residential, Industrial, Agricultural, Open Space
**Acquisition Dates:** 1946, 1970, 1971, 1973, 1974
**Zoning:** Industrial general

**STRUCTURES:**
**Number:** 17
**Occupants:** Air Canada, Eastern Provincial Airways, (EPA), private transportation companies
**Number of Storeys:** 1 to 2
**Area:**

| | | |
|---|---|---|
| TC Air | - Air Terminal Bldg. | 1102.2 $m^2$ |
| | Combined Services Bldg. | 2222.2 $m^2$ |
| | EPA Freight Shed | 124.4 $m^2$ |
| | Pump House | 13.0 $m^2$ |
| | Emergency Power Bldg. | 108.0 $m^2$ |
| | Control Tower | 10.2 $m^2$ |
| | Control Tower Trailer | 39.0 $m^2$ |
| | Regulator Structure | 15.0 $m^2$ |
| **TC Marine** | - Helicopter Hanger | 369.6 $m^2$ |
| **Air Canada** | - Trailer | 3.8 $m^2$ |
| | - Trailer | 39.0 $m^2$ |
| **Private Company** | - Trailer | 18.6 $m^2$ |

**Dates of Construction:** 1940 - 1978
**Condition:** Acceptable

**CRPI CODE:** 11 02 049 04 MOTO 22131

**Airport Associated Properties**

Six navigational aids are associated with the Charlottetown Airport of which only the Remote Receiver/Transmitter site and the Middle Marker site are within the study area boundaries. An Outer Marker/Non-Directional Beacon (N.D.B.) site, an N.D.B. site, a Visual Omni Range site and a Wireless Transmitter site are located outside the study area.

**4.2.1a TC Remote Receiver/Transmitter Site**

**LOCATION:** North of CNR, Brackley Point Road

**SITE:**
**Area:** 1.52 ha (includes 0.15 ha access road)
**Function:** Air Telecommunications
**Access:** Good (for maintenance)
**Parking:** Adequate
**Surrounding Land Use:** Strip Residential, Commercial, Undeveloped
**Acquisition Dates:** 1943, 1964
**Zoning:** Unzoned - general use

**STRUCTURES:**
**Number:** 1 Building, 2 Towers
**Occupants:** TC
**Number of Storeys:** 1 (Bldg.); 33.5 m, 15.2 m (Towers)
**Area:** 40.9 $m^2$
**Date of Construction:** 1964
**Condition:** Good
**Major Renovations:** None

**CRPI Code:** 11 02 049 03 101 MOTO 02133

**4.2.1b TC Middle Marker Site - Runway 03**

**LOCATION:** Poplar Avenue between Pine and Oak, Village of Sherwood

**SITE:**
**Area:** 0.04 ha
**Function:** Navigational Aid
**Access:** Good
**Surrounding Land Use:** Residential
**Acquisition Date:** 1973
**Zoning:** R1-Residential

**STRUCTURE:**
**Number:** 1
**Number of Storeys:** 1
**Area:** 9.2 $m^2$
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 MOTO 02055

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

Site 2

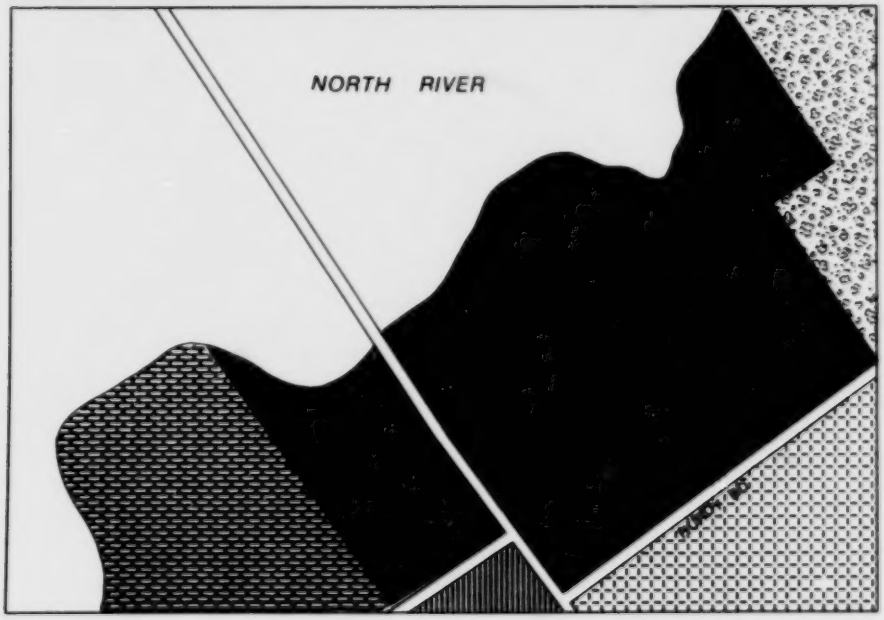
[redacted]

Upton Road
Chemin Upton

OWNER PROPRIÉTAIRE
AGR / AGR

CRPI RIC
1102 018 03 AGRO 02022

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

| | |
|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:15,000

### 4.2.2 AGR Research Station (Upton Farm)

**LOCATION:** Upton Road (Trans Canada Highway)
5 km NW of Charlottetown

**SITE:**
**Area:** 100.48 ha
**Function:** Crop and Livestock Research
**Access:** Good by car, poor by foot
**Parking:** Adequate
**Surrounding Land Use:** Industrial, Agricultural
**Acquisition Dates:** 1912, 1953
**Zoning:** Agricultural

**STRUCTURES:**
**Number:** 2 (Res), 8 (Oper)
**Number of Storeys:** 2 (Res), 1 to 2 (Oper)
**Area:** 372.5 $m^2$ (Res), 2651.9 $m^2$ (Oper)
**Condition:** Good

**CRPI Code:** 11 02 018 03 AGRO 02022

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

[redacted]

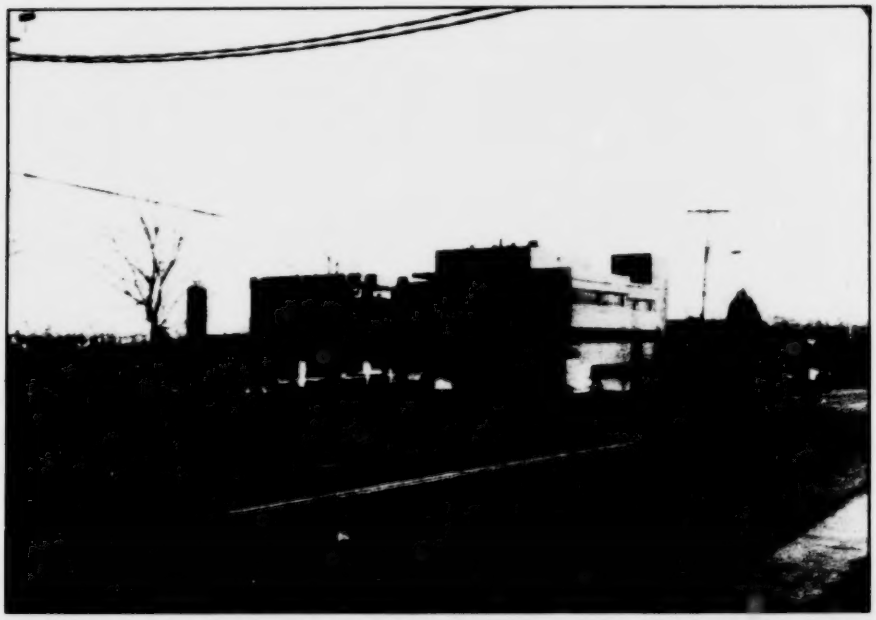
[redacted]

University Avenue
Avenue University

OWNER PROPRIÉTAIRE
AGR/AGR

CRPI RIC
1102 022 03 AGR0 02024

STUDY YEAR ANNÉE D'ÉTUDE
1982



## LEGEND / LÉGENDE

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| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:15,000

### 4.2.3 AGR Research Station (Home Farm)

**LOCATION:** In an approximate area bounded by University and Belvedere Avenues, Mt. Edward Road and Allen Street.

**SITE:**
**Area:** 58.6 ha
**Function:** Agricultural Research
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Industrial, Commercial, Residential
**Acquisition Dates:** 1912, 1933
**Zoning:** Institutional

**STRUCTURES:**
**Total Number:** 37 AGR, 1 Farm Centre*
**Occupants:** AGR, PEI Forestry, PEI Agriculture, Farm Centre
**Number of Storeys:** 1 to 3
**Area:** 549 $m^2$ (Res), 14 058 $m^2$ (Oper/Admin)
**Dates of Construction:** 1814 (Res), 1915 to 1973 (Oper/Admin)
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 AGRO 02024

The superintendent's residence, built in 1814, is deemed to be a heritage building. The City of Charlottetown considers the entire research station property to be a great asset to the municipality by providing large green spaces that complement the University of PEI campus located to the north.

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* Farm Centre: private building owned by Farm Centre Association Inc. (a PEI cooperative) leased from AGR (49 year lease signed in 1975).

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

Site 4

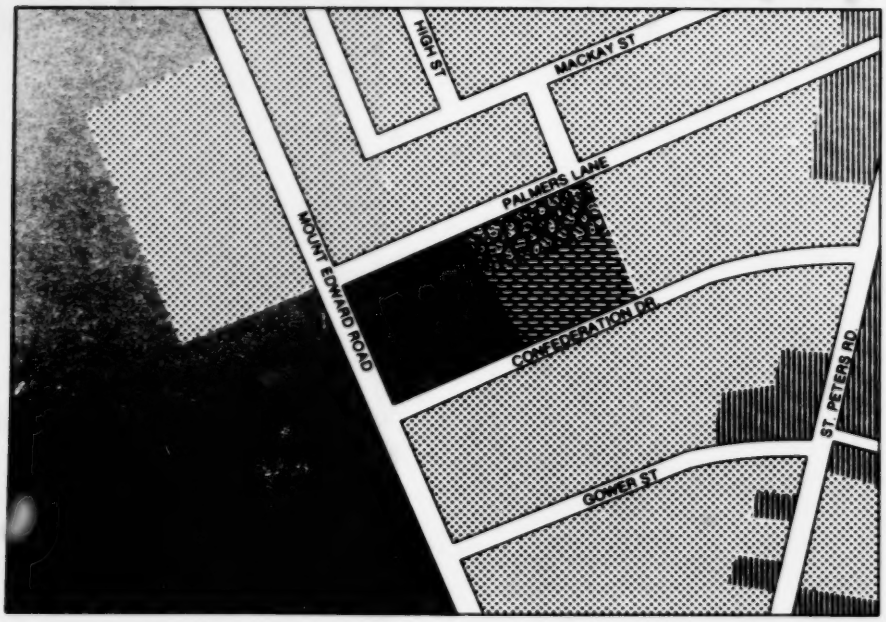
**Archaeological National Historic Park**
**Parc historique national Archéologique**

Palmers Lane
Ruelle Palmers

OWNER PROPRIÉTAIRE
DOE-PC / EC-PC

CRPI RIC
1102 021 03 DOE2 02023

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

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| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
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| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.4 DOE-PC Ardgowan National Historic Park

**LOCATION:** Palmers Lane

**SITE:**
**Area:** 1.58 ha
**Function:** Historic Park
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Residential, Institutional
**Acquisition Date:** 1967
**Zoning:** Institutional and Open Space

**STRUCTURES:**
**Number:** 1 House, 1 Barn
**Number of Storeys:** 2
**Area:** 215.7 $m^2$ (Res), 46.5 $m^2$ (Oper)
**Date of Construction:** circa 1850
**Condition:** Good
**Renovations:** Restoration of house and grounds (1981-82)

**CRPI Code:** 11 02 021 03 101 DOE2 02023

Ardgowan National Historic Park, formerly known as Pope House National Historic Site, was once occupied by William Pope, a Father of Confederation. The building is undergoing restoration to be completed in 1982. The interior of the residence will be used primarily as office space for Parks Canada, although some rooms will be restored for visitor interest.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

Site 5

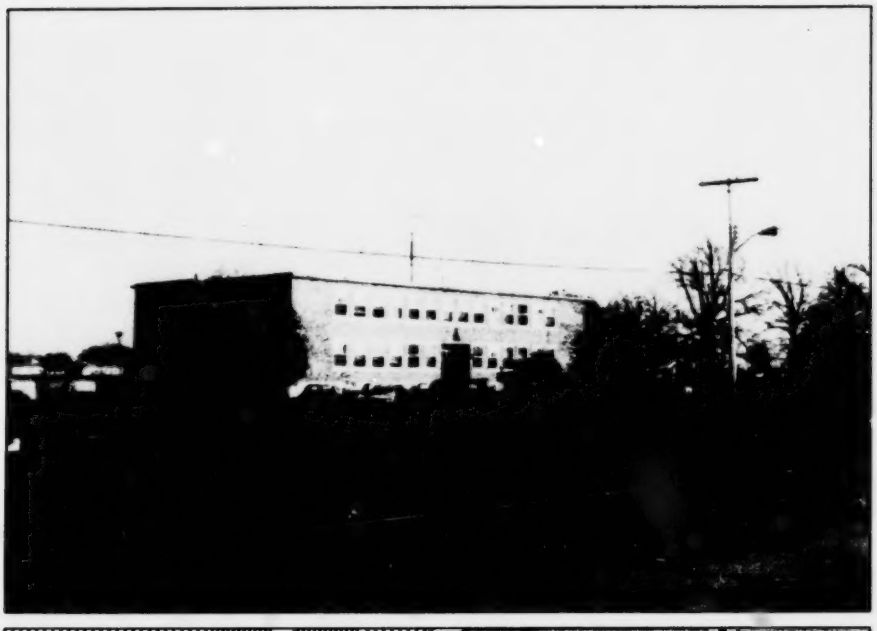
**Divisional Headquarters**
**Quartier général divisionnaire**

450 University Avenue
450, Avenue University

OWNER PROPRIÉTAIRE
RCMP/GRC

CRPI RIC:
1102 022 03 RCM0 02059

STUDY YEAR ANNÉE D'ÉTUDE
1982



**LEGEND** **LÉGENDE**

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|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
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| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.5 RCMP Divisional Headquarters

**LOCATION:** 450 University Avenue

**SITE:**
**Area:** 0.84 ha
**Function:** Police Headquarters
**Covered by Structure:** 35%
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Institutional, Residential
**Acquisition Dates:** 1955, 1957
**Zoning:** Institutional

**STRUCTURES:**
**Number:** 1 Admin, 1 Oper.
**Number of Storeys:** 2
**Area:** 1209 $m^2$ (Admin), 451 $m^2$ (Oper)
**Date of Construction:** 1959
**Condition:** Good (exterior), Acceptable (interior)

**CRPI Code:** 11 02 022 03 101 RCMO 02059

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 6**

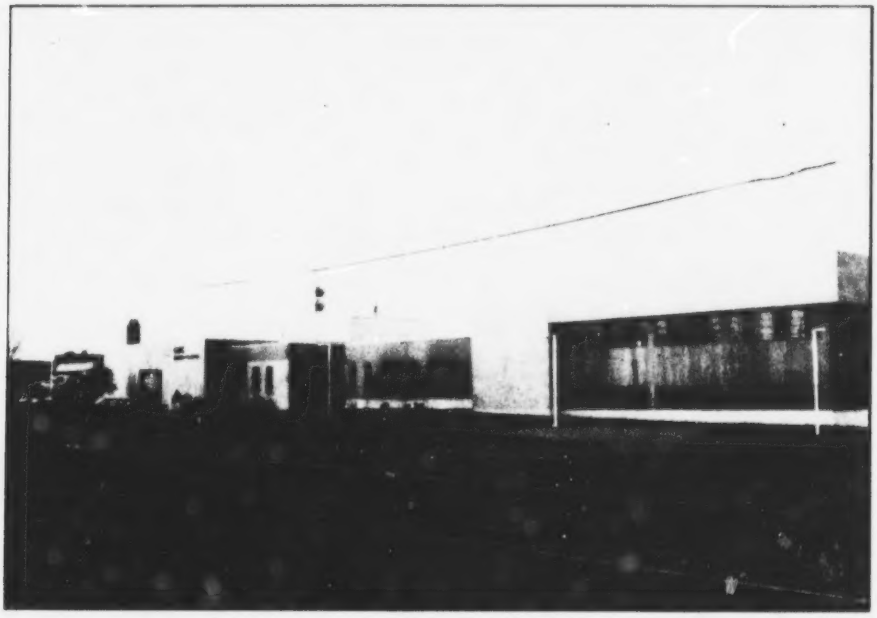
**Studio and Offices**
**Bureaux et studio**

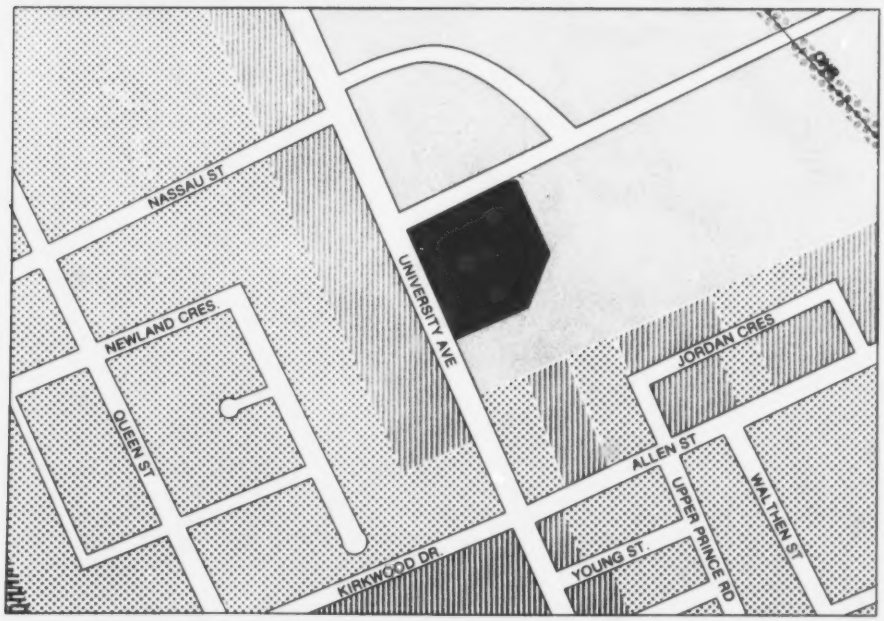
University Avenue
Avenue University

OWNER / PROPRIÉTAIRE
CBC/R-C

CRPI / RIC
1102 022 03 CBC0 02025

STUDY YEAR / ANNÉE D'ÉTUDE
1982






## LEGEND / LÉGENDE

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|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.6 CBC Studios and Offices

**LOCATION:** University Avenue

**SITE:**
**Area:** 1.09 ha
**Function:** Studio and Offices
**Covered by Structure:** 20%
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Commercial, Institutional, Residential
**Acquisition Date:** 1971
**Zoning:** Institutional

**STRUCTURES:**
**Number:** 1 building, satellite dish, microwave tower
**Number of Storeys:** 1
**Area:** 2560 $m^2$
**Dates of Construction:** 1971, 1979
**Condition:** Good
**Renovations:** 1979 - radio section addition

**CRPI Code:** 11 02 022 03 101 CBCO 02025

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 7**

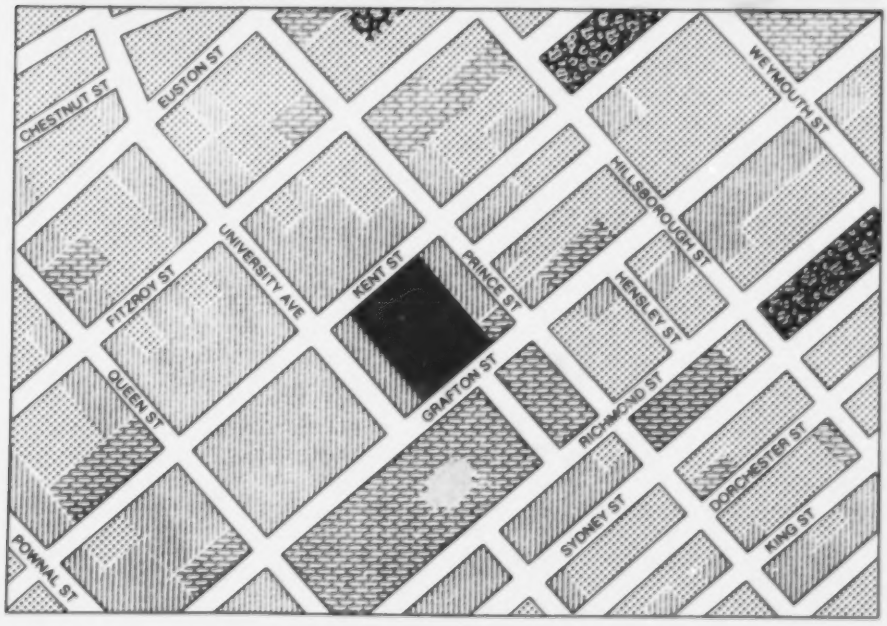
**Daniel J. MacDonald Building**
**Immeuble Daniel J. MacDonald**

Grafton Street
Rue Grafton

OWNER PROPRIÉTAIRE
PWC/TPC

CRPI RIC
1102 022 03 DPW0 22039

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

| | |
|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.7 PWC Daniel J. MacDonald Building

**LOCATION:** Grafton Street (between University and Prince)

**SITE:**
**Area:** 0.7 ha
**Function:** Office Building
**Covered by Structure:** 85%
**Access:** Good
**Parking:** 125 (underground), fair off-site
**Surrounding Land Use:** Commercial, Institutional, Residential
**Acquisition Date:** 1979
**Zoning:** Commercial

**STRUCTURE:**
**Number:** 1
**Occupants:** DVA
**Number of Storeys:** 5 (plus solar heating units on roof)
**Area:** 15 584.7 $m^2$ building, 4548 $m^2$ parking
**Date of Construction:** Scheduled completion March 1984
**Condition:** excellent

**CRPI Code:** 11 02 022 03 101 DPWO 22039

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 8**

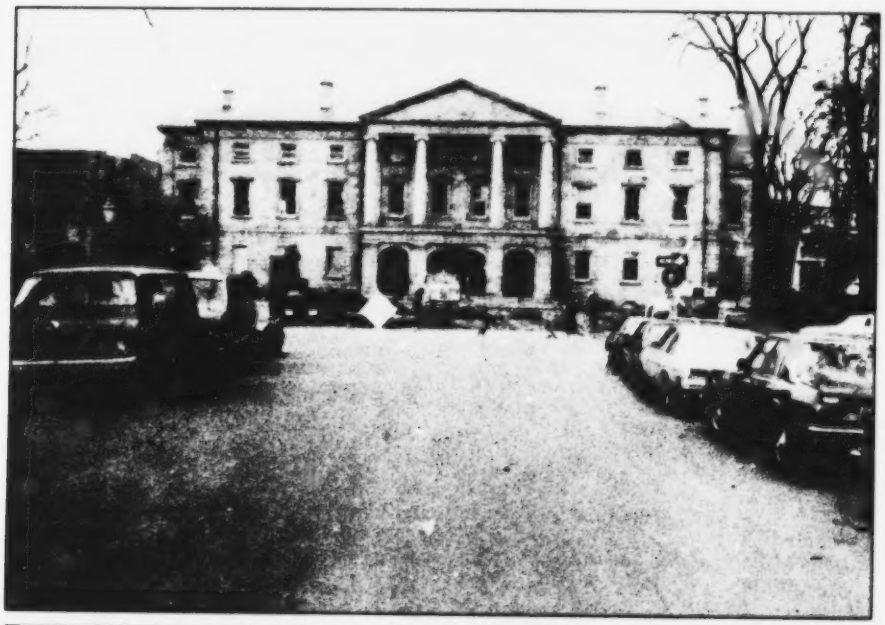
**Province House**
**Parlement provincial**

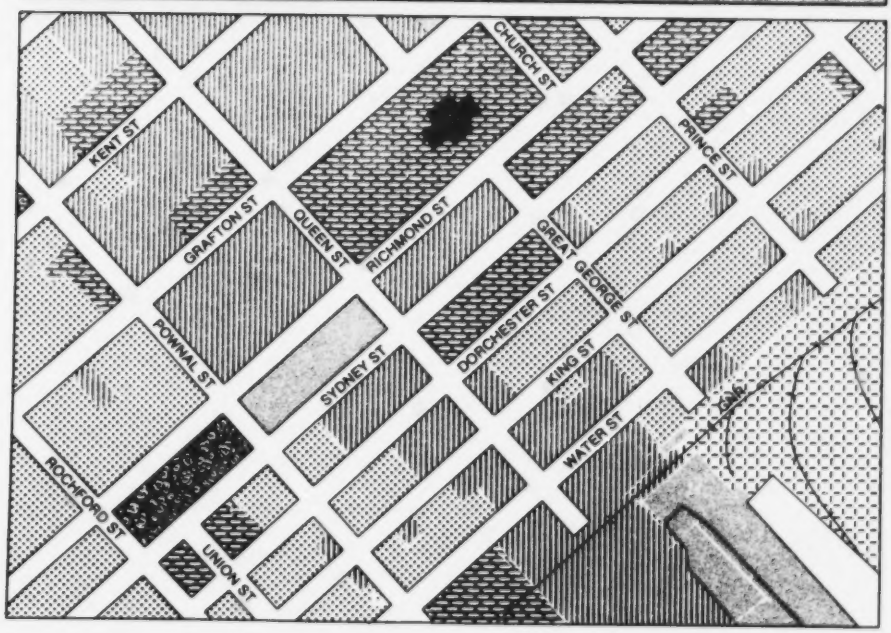
Richmond Street Between University and Great George
Rue Richmond entre les rues University et Great George

OWNER PROPRIÉTAIRE
PEI-PC / IPE-PC

CRPI RIC:

STUDY YEAR ANNÉE D'ÉTUDE
1982






## LEGEND / LÉGENDE

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|---|---|
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| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.8 PEI/DOE-PC Province House*

**LOCATION:** Richmond Street (at Great George)

Originally called Colonial House, and later changed to Province House, this was the site of the Charlottetown Conference of 1864. The Province of PEI joined Confederation in 1873 and since then the provincial government has continued to use Province House to hold sessions of the Legislature. In 1977-78 Parks Canada began restoration of Province House.

---

* This property is listed for inventory purposes because of the historical significance of the building and that DOE-PC has entered into a long-term lease with the Province of PEI.

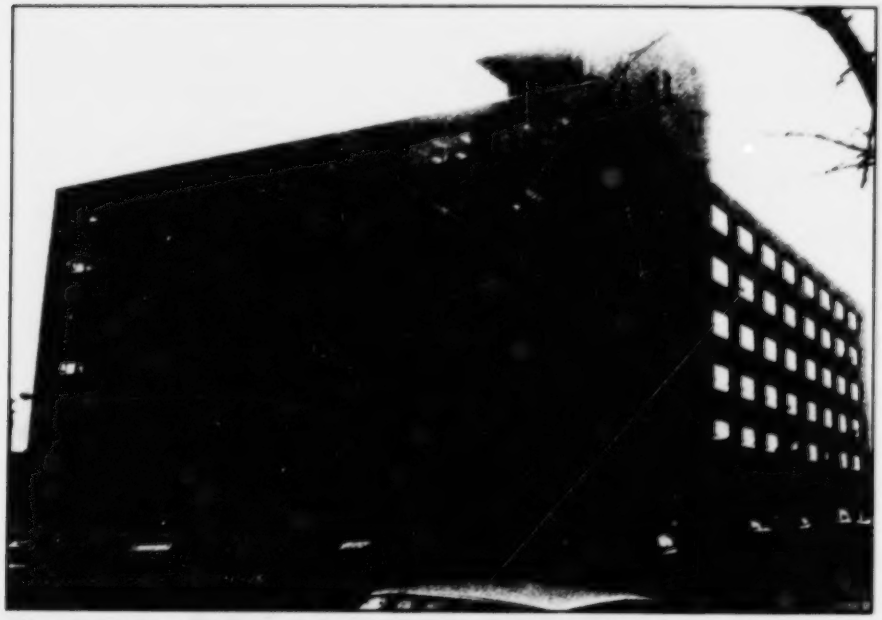
# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

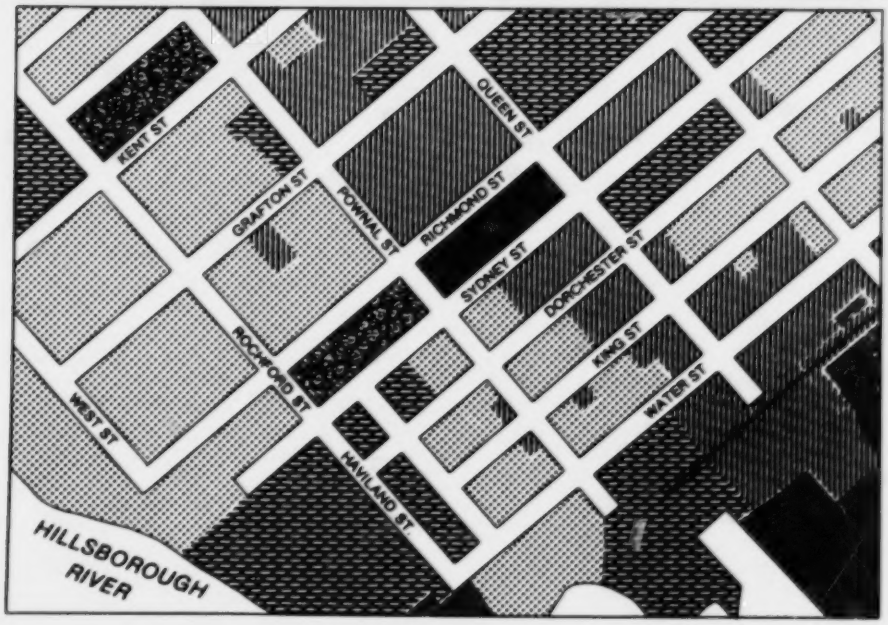
**Site 9**

**Dominion Building**
**Immeuble fédéral**

97 Queen Street
97, rue Queen

| OWNER PROPRIÉTAIRE |
| --- |
| PWC/TPC |
| CRPI RIC |
| 1102 022 03 DPW0 02033 |
| STUDY YEAR ANNÉE D'ÉTUDE |
| 1982 |






## LEGEND / LÉGENDE

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| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.9 PWC Dominion Building

**LOCATION:** 97 Queen Street

**SITE:**
**Area:** 0.62 ha
**Function:** Office Building
**Covered by Structure:** 75%
**Parking/Delivery Area:** 20%
**Access:** Good
**Parking:** Inadequate on-site, adequate off-site
**Surrounding Land Use:** Commercial, Institutional, Residential
**Acquisition Dates:** 1949, 1963
**Zoning:** Institutional

**STRUCTURE:**
**Number:** 1
**Occupants:** DVA, CPC, RC-T, RC-C&E, PWC, AGR, DND, SSC, ITC, DOE-AES
**Number of Storeys:** 6
**Area:** 16 469 $m^2$
**Date of Construction:** 1954
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 DPWO 02033

The PWC Dominion Building is one of the only office buildings in the downtown commercial core that is set back from the street which enhances its public image. The building's CBD location supports the city's objective of encouraging public buildings to locate in this area.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 10**

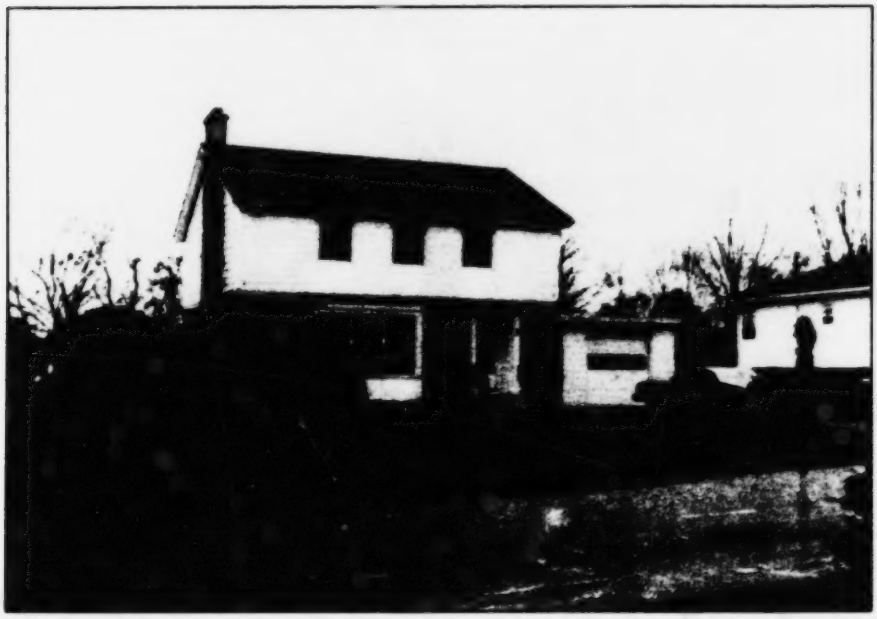
**Married Officers Quarters**
**Résidence pour officier marié**

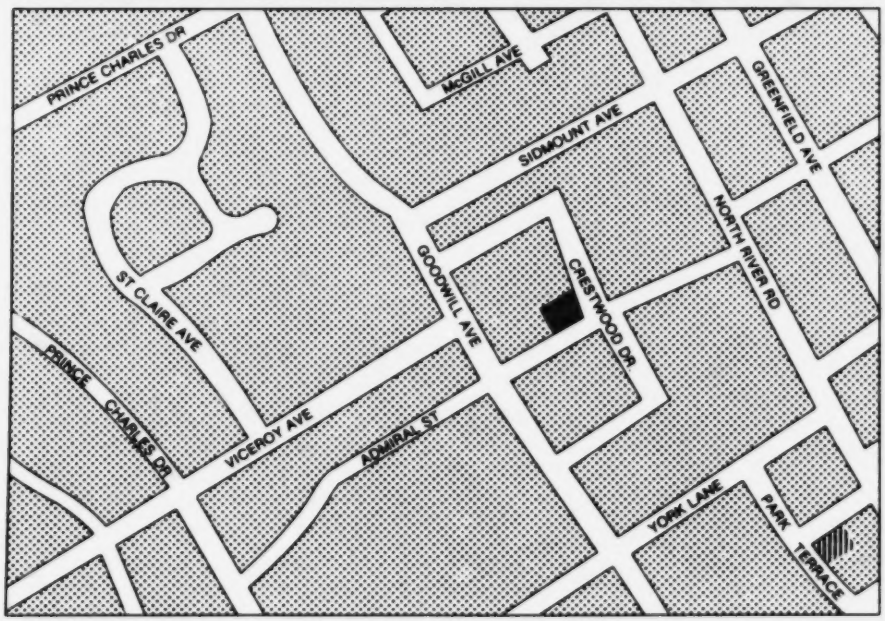
1 Crestwood Drive
1, Promenade Crestwood

OWNER PROPRIÉTAIRE
RCMP/GRC

CRPI RIC
1102 022 03 RCM0 02058

STUDY YEAR ANNÉE D'ÉTUDE
1982






**LEGEND** **LÉGENDE**

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**SCALE / ECHELLE 1:6,250**

### 4.2.10 RCMP Married Officers Quarters

**LOCATION:** 1 Crestwood Drive

**SITE:**
**Area:** 0.08 ha
**Function:** Residence
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Residential
**Acquisition Dates:** 1956, 1957
**Zoning:** Residential

**STRUCTURES:**
**Number:** 1 Oper. (garage), 1 Res. (house)
**Occupants:** RCMP
**Number of Storeys:** 2 plus basement
**Area:** 24.2 $m^2$ (Oper.), 202.6 $m^2$ (Res.)
**Date of Construction:** 1959
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 RCMO 02058

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 11**

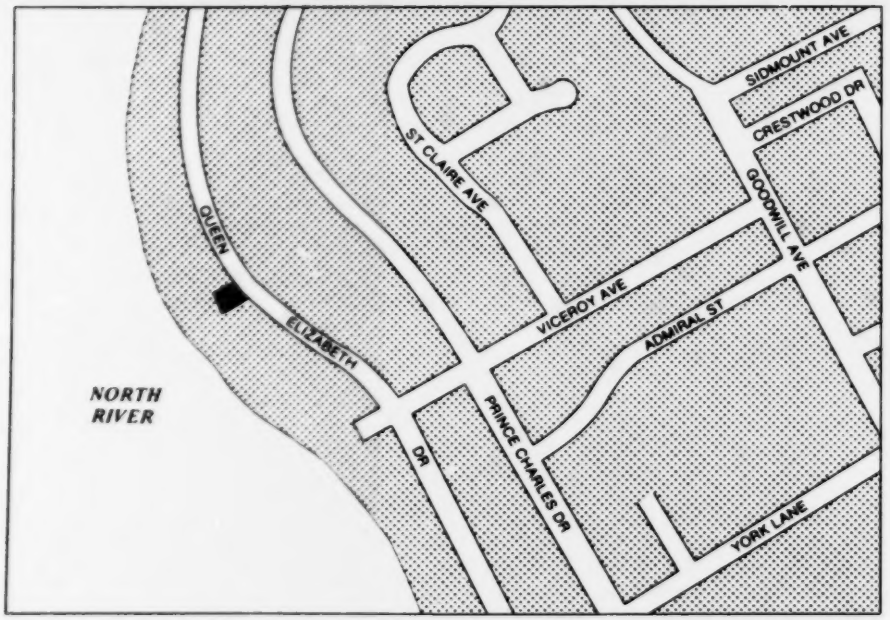
**Brighton Beach Rear Range Light Site**
**Feu d'alignement arrière de Brighton Beach**

Queen Elizabeth Drive
Promenade Queen Elizabeth

OWNER PROPRIÉTAIRE
TC / TC

CRPI RIC
1102 022 03 MOTI 02052

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

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SCALE / ECHELLE 1:6,250

### 4.2.11 TC Brighton Beach Range Back Light Site

**LOCATION:** Queen Elizabeth Drive

**SITE:**
**Area:** 0.001 ha
**Function:** Navigation Aid
**Covered by Structure:** 30%
**Access:** Adequate
**Parking:** Adequate
**Surrounding Land Use:** Residential
**Acquisition Dates:** 1898, 1911
**Zoning:** Residential

**STRUCTURE:**
**Number:** 1
**Area:** 3.72 $m^2$
**Date of Construction:** 1975
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 MOT1 02052

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 12**

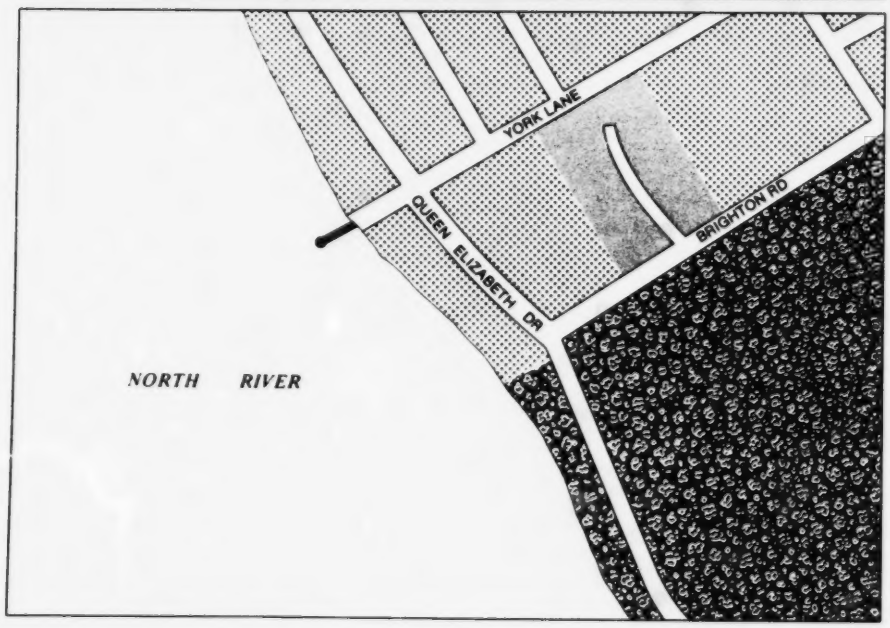
**Brighton Beach Front Range Light Site**
**Feu d'alignement avant de Brighton Beach**

North River at foot of York Lane
Rivière North au pied de la ruelle York

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:
1102 022 03 MOT1 02053

STUDY YEAR/ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

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SCALE/ECHELLE 1:6,250

### 4.2.12 TC Brighton Beach Range Front Light Site

**LOCATION:** North River at foot of York Lane

**SITE:**
**Area:** 0.004 ha
**Function:** Navigation Aid
**Access:** Adequate
**Surrounding Land Use:** Residential
**Acquisition Date:** 1890
**Zoning:** N/A

**STRUCTURE:**
**Number:** 1
**Number of Storeys:** 1
**Area:** 23.8 $m^2$
**Date of Construction:** 1890
**Condition:** Good

**CRPI Code:** 11 02 022 03 101 MOT1 02053

This TC property was originally situated upon uplands along the eastern bank of the North River. The land site has since eroded away; however, TC has placed the light structure onto a cribwork pier constructed at the same location.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 13**

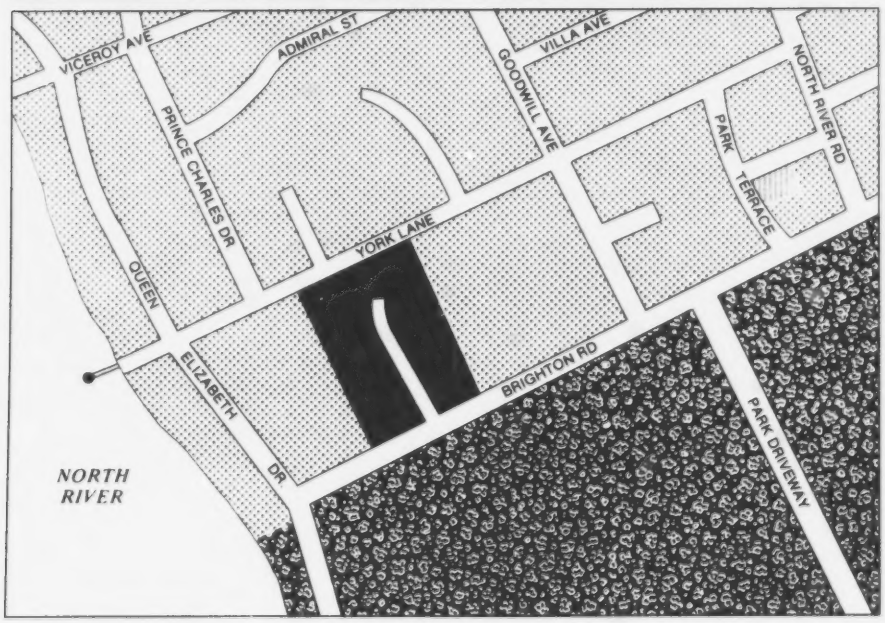
**Brighton Compound**
**Complexe militaire Brighton**

Brighton Road
Chemin Brighton

OWNER PROPRIÉTAIRE
DND/MDN

CRPI RIC
1102 022 03 DND0 02028

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

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SCALE / ECHELLE 1:6,250

### 4.2.13 DND Brighton Compound

**LOCATION:** Brighton Road

**SITE:**
**Area:** 1.58 ha
**Function:** Militia Training
**Covered by Structures:** 9%
**Covered by Parking Areas:** 10%
**Covered by Other Uses:** 35% fenced-in antenna field
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Residential, Open Space
**Acquisition Date:** 1865
**Zoning:** Institutional

**STRUCTURES:**
**Number:** 6
**Number of Storeys:** 1
**Area:** 1316 $m^2$ (gross), 959 $m^2$ (usable)
**Date of Construction:** 1941
**Condition:** Poor

**CRPI Code:** 11 02 022 03 101 DNDO 02028

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 14**

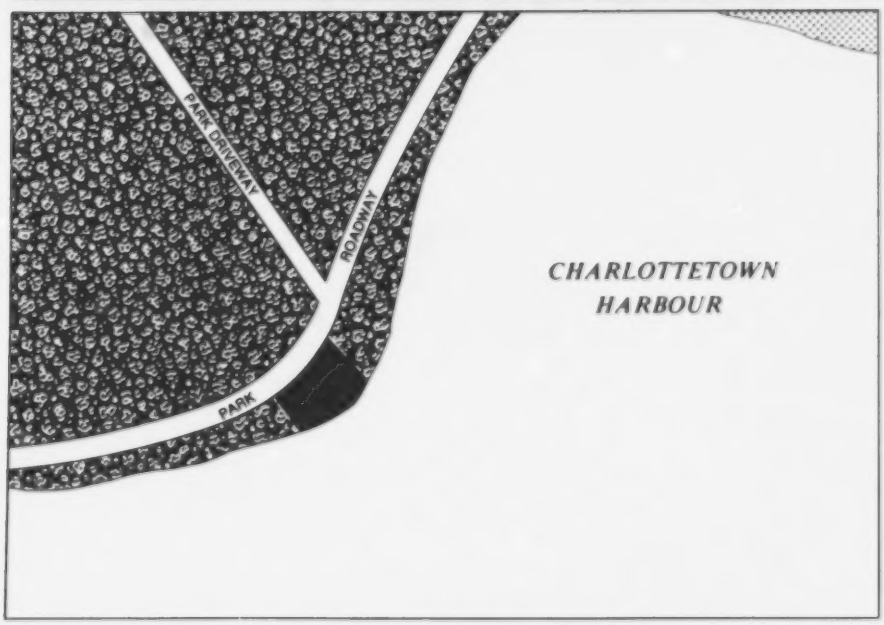
**Prince Edward Battery Site**
**Batterie Prince Edward**

Park Roadway
Chaussée Park

OWNER PROPRIÉTAIRE
DOE-PC/EC-PC

CRPI RIC
1102 022 03 DOE2 02051

STUDY YEAR ANNÉE D'ÉTUDE
1982




**LEGEND** **LÉGENDE**

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| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.14 DOE-PC Prince Edward Battery Site

**LOCATION:** Park Roadway, south of Victoria Park

**SITE:**
**Area:** 0.51 ha
**Function:** Parkland
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Open Space
**Acquisition Date:** 1932
**Zoning:** Parkland

**STRUCTURE:**
**Number:** 1
**Number of Storeys:** 1
**Area:** 36 $m^2$
**Date of Construction:** circa 1940's
**Condition:** Fair

**CRPI Code:** 11 02 022 03 101 DOE2 02051

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 15**

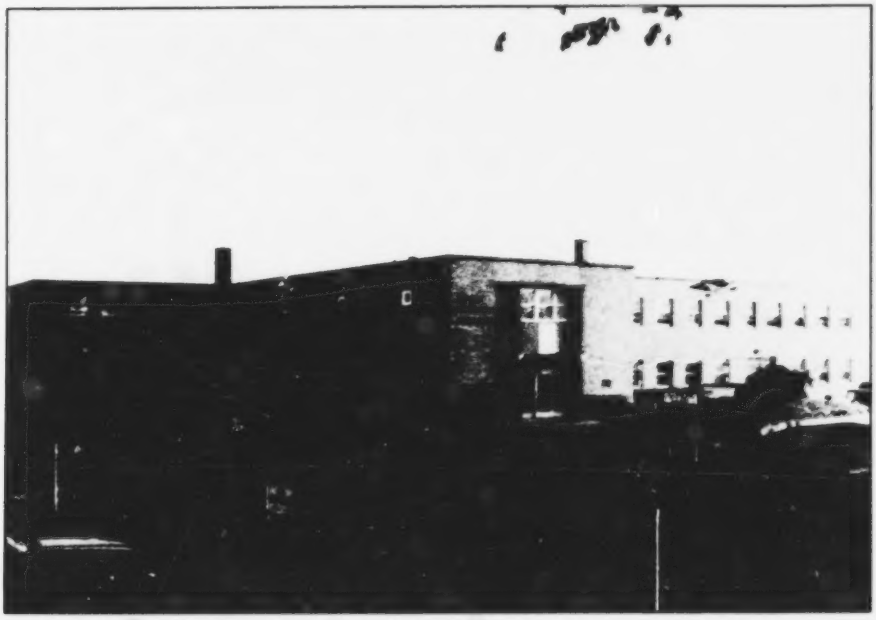
**Queen Charlotte Armoury**
**Manège militaire Queen Charlotte**

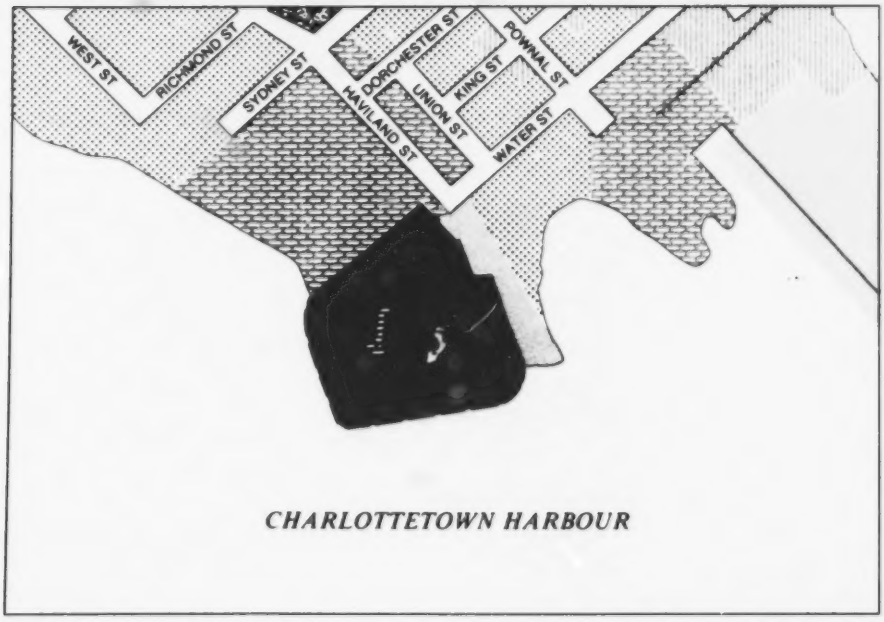
End of Water Street
Extrémité de la rue Water

OWNER PROPRIÉTAIRE
DND / MDN

CRPI RIC
1102 022 03 DND0 02029

STUDY YEAR ANNÉE D'ÉTUDE
1982






*CHARLOTTETOWN HARBOUR*

**LEGEND / LÉGENDE**

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SCALE / ECHELLE 1:6,250

### 4.2.15 DND Queen Charlotte Armoury

**LOCATION:** End of Water Street

**SITE:**
**Area:** 2.67 ha
**Function:** Militia Training
**Covered by Structure:** 5%
**Covered by Parking:** 7%
**Covered by Water:** 36%
**Covered by Other Uses:** 52% landscaped grounds, training area
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Institutional, Residential
**Acquisition Dates:** 1955, 1961
**Zoning:** Institutional

**STRUCTURE:**
**Number:** 1
**Number of Storeys:** 2
**Area:** 2183.9 $m^2$
**Date of Construction:** 1956
**Condition:** Good
**Major Renovations:** 1980 - foundation repairs

**CRPI Code:** 11 02 022 03 101 DND0 02029

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 16**

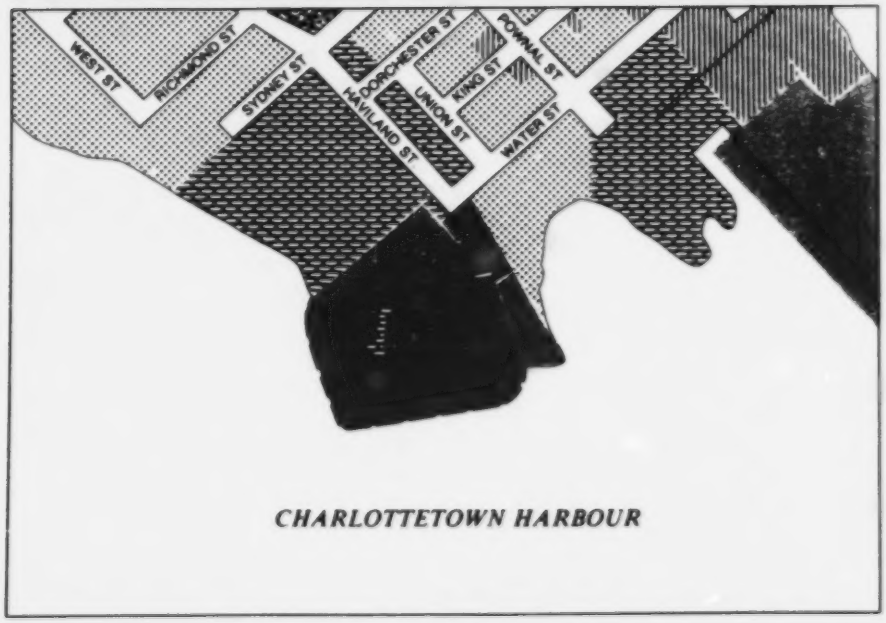
**Access Road (Wharf Approach)**
**Voie d'accès (Approche du quai)**

End of Haviland Street
Extrémité de la rue Haviland

OWNER PROPRIÉTAIRE
PWC/TPC

CRPI RIC
1102 022 03 DPW0 02037

STUDY YEAR ANNÉE D'ÉTUDE
1982




## LEGEND / LÉGENDE

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SCALE / ECHELLE 1:6,250

### 4.2.16 PWC Access Road

**LOCATION:** Water Street at Haviland Street

**SITE:**
**Area:** 0.31 ha
**Function:** Access Road
**Access:** Good
**Surrounding Land Use:** Institutional, Residential
**Acquisition Date:** 1955
**Zoning:** Institutional

**CRPI Code:** 11 02 022 03 101 DPWO 02037 Wharf Approach

Originally acquired in 1955 as an approach to a now demolished wharf, this 0.31 ha property provides access to the DFO Charlottetown Boat Shed (4.2.17) located south of this access road.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 17**

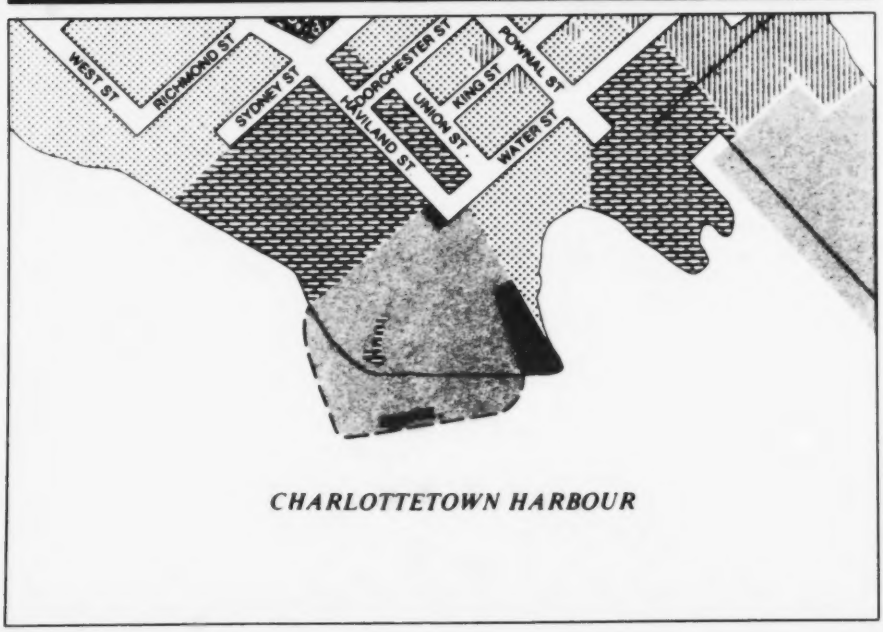
**Charlottetown Boat Shed**
**Hangar pour bateaux de Charlottetown**

Water Street
Rue Water

OWNER PROPRIÉTAIRE
DFO MPO

CRPI RIC
1102 022 03 DFO0 02032

STUDY YEAR ANNÉE D'ÉTUDE
1982




## LEGEND / LÉGENDE

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SCALE / ECHELLE 1:6,250

### 4.2.17 DFO Charlottetown Boat Shed

**LOCATION:** Water Street at foot of Haviland Street

**SITE:**
**Area:** 0.43 ha
**Function:** Repair depot, offices and storage
**Covered by Structure:** 5.4%
**Covered by Parking:** 18%
**Covered by Water:** 19.5%
**Covered by Other Uses:** 15% wire mesh security compound, boat storage area
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Institutional, Residential
**Acquisition Date:** 1963
**Zoning:** Institutional

**STRUCTURE:**
**Number:** 1
**Number of Storeys:** 2
**Area:** 212.7 $m^2$
**Date of Construction:** 1955
**Condition:** Acceptable

**CRPI Code:** 11 02 022 03 101 DF00 02032

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 18**

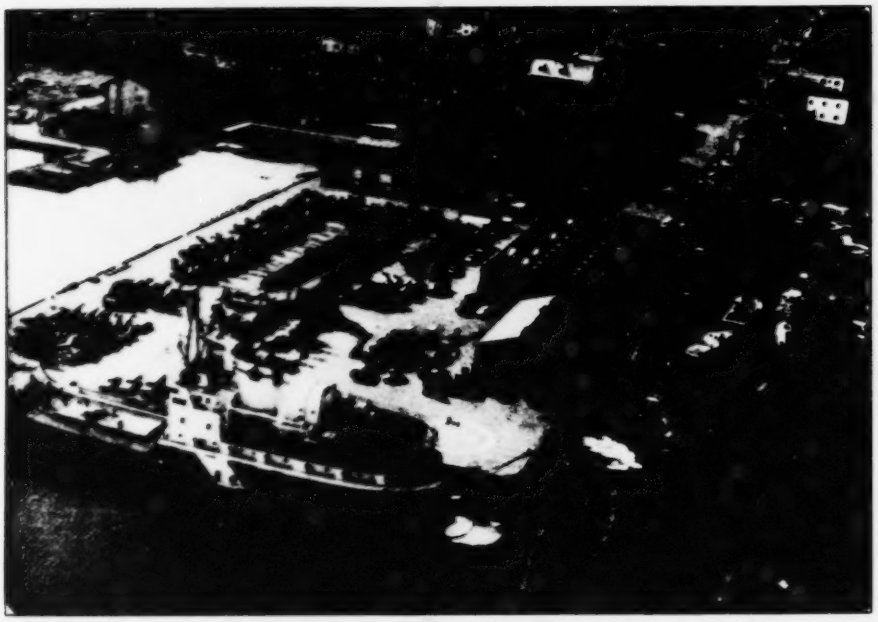
**Marine Agency Depot**
**Agence Maritime**

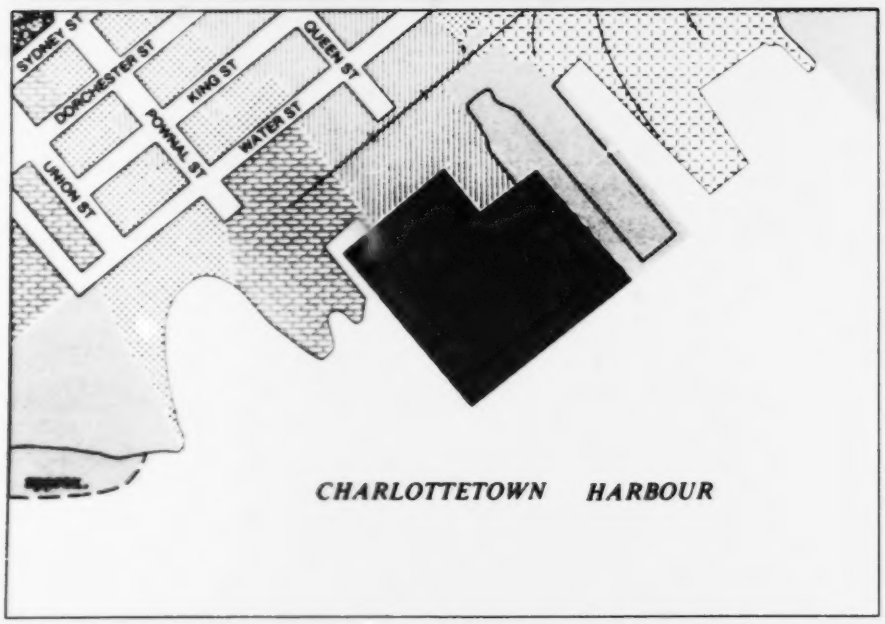
At the foot of Queen Street
Au pied de la rue Queen

OWNER PROPRIÉTAIRE
TC/TC

CRPI RIC
1102 022 03 MOT1 02054

STUDY YEAR ANNÉE D'ÉTUDE
1982



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SCALE / ÉCHELLE 1:6,250

### 4.2.18 TC Marine Agency Depot

**LOCATION:** At the foot of Queen Street

**SITE:**
**Area:** 3.27 ha
**Function:** Coast Guard Depot
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Commercial, Institutional, Residential
**Acquisition Dates:** 1958, 1979
**Zoning:** Comprehensive Development Area

**STRUCTURES:**
**Number:** 5
**Number of Storeys:** 1 to 2
**Area:**

| | |
|---|---|
| Office/Storage Building | 1774.9 $m^2$ |
| Shops/Heating Plant | 1170.6 $m^2$ |
| Pollution Building | 155.5 $m^2$ |
| Buoy Shed | 330.0 $m^2$ |
| Tide Gauging Station* | 5.2 $m^2$ |

**Condition:** Good

**CRPI Code:** 11 02 022 03 101 MOT1 02054

The Marine Agency Depot is located along the Charlottetown harbourfront adjacent to the hotel/conference centre scheduled to be opened in 1983. In 1979 CADC and TC entered into a land exchange which will be completed when the TC Pollution building is transferred to CADC. TC acquired 7011.5 $m^2$ of land and waterlot from CADC, in exchange for 2323.9 $m^2$ of land and waterlot.

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* DFO Tide Gauging Station occupies a 5.2 $m^2$ building south of the Buoy Shed near the end of the wharf.

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 19**

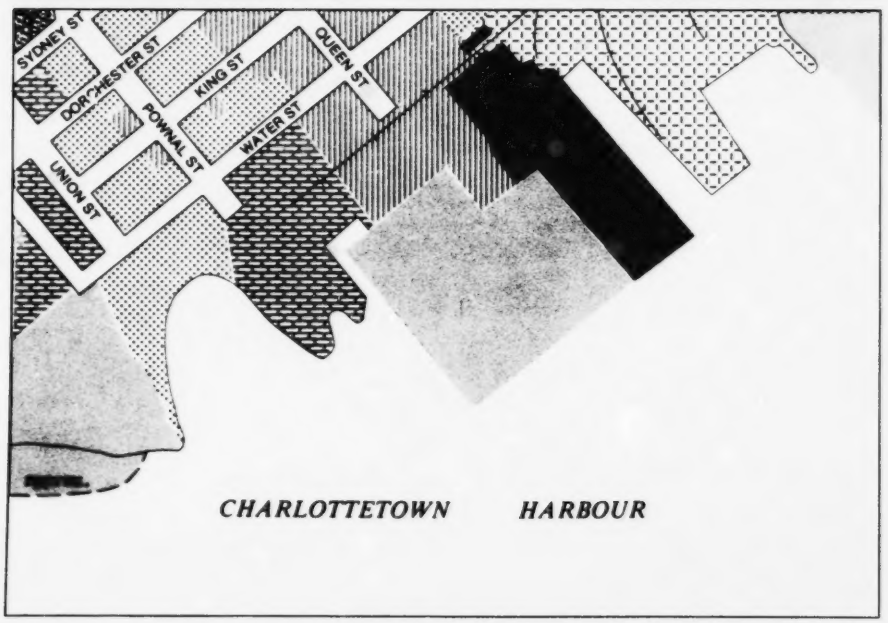
**Marine Centre**
**Centre maritime**

Charlottetown Harbourfront
Harbourfront de Charlottetown

OWNER PROPRIÉTAIRE
**PWC/TPC**

CRPI RIC:
1102 022 03 DPW0 02036
1102 022 03 DPW0 02035

STUDY YEAR ANNÉE D'ÉTUDE
**1982**




## LEGEND / LÉGENDE

| | |
|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.19 PWC Marine Centre

**LOCATION:** Charlottetown harbourfront between Great George and Queen Streets

**SITE:**
**Area:** 1.38 ha
**Function:** Repair depot, storage area, marine slip, wharf
**Access:** Good
**Parking:** Adequate
**Surrounding Land Use:** Commercial, Institutional, Residential, Industrial, Transportation
**Acquisition Dates:** 1951, 1960, 1955, 1957
**Zoning:** Comprehensive Development Area

**STRUCTURES:**
**Number:** 11 PWC, 1 TC, 1 wharf, 1 marine slip
**Occupants:** PWC, TC, DFO, PEI Fisheries, independent fishermen
**Number of Stories:** 1 to 2
**Area:** Approximately 2284 $m^2$
**Condition:** Poor

**CRPI Code:** 11 02 022 03 101 DPW0 02036 Dredge Winter Storage
11 02 022 03 101 DPW0 02035 Maintenance Shed

# PROPERTY PROFILE
# PROFIL DE LA PROPRIÉTÉ

**Site 20**

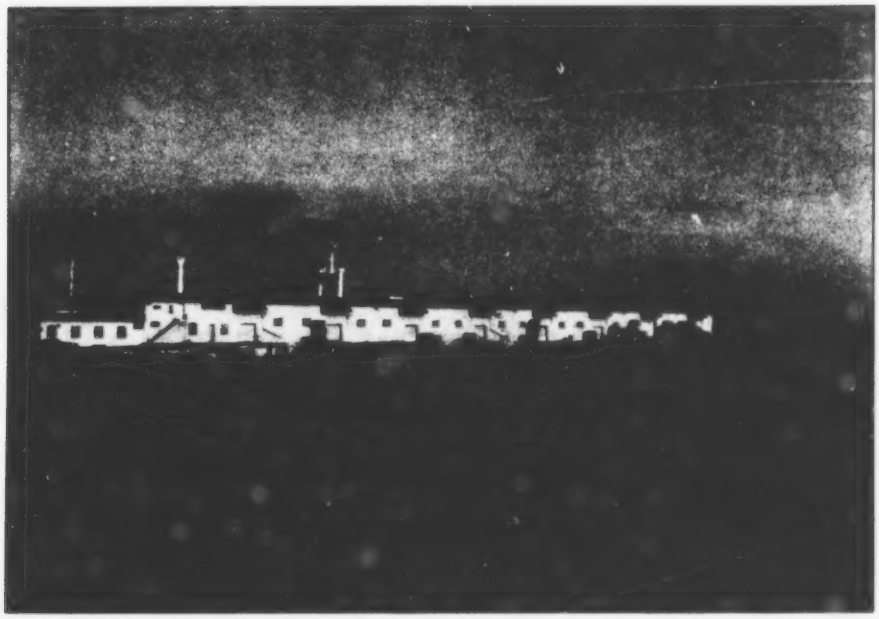
**Wharf and Approach (Railway Wharf)**
**Quai et voie d'approche (Quai Railway)**

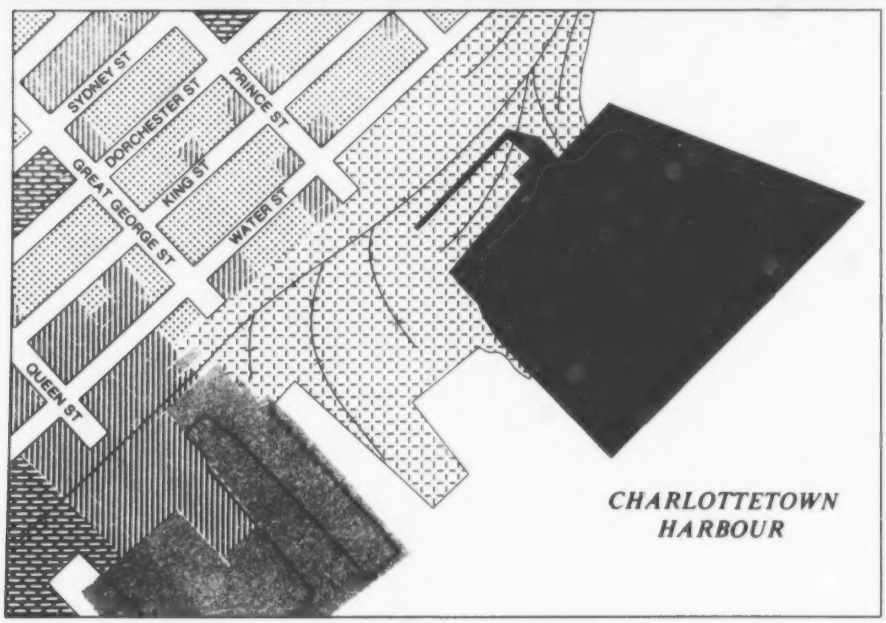
End of Prince Street
Extrémité de la rue Prince

OWNER PROPRIÉTAIRE
PWC/TPC

CRPI RIC
1102 022 03 DPW0 02038

STUDY YEAR ANNÉE D'ÉTUDE
1982






**LEGEND / LÉGENDE**

| | |
|---|---|
| FEDERAL PROPERTY STRUCTURE LAND | PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN |
| OTHER FEDERAL PROPERTIES | AUTRES PROPRIÉTÉS FÉDÉRALES |
| RESIDENTIAL | RÉSIDENTIEL |
| COMMERCIAL | COMMERCIAL |
| INSTITUTIONAL | INSTITUTIONNEL |
| INDUSTRIAL | INDUSTRIEL |
| TRANSPORTATION AND UTILITIES | TRANSPORT ET SERVICES PUBLICS |
| OPEN SPACE AND RECREATION | ESPACE VERT ET RÉCRÉATION |
| UNDEVELOPED | NON AMÉNAGÉ |

SCALE / ECHELLE 1:6,250

### 4.2.20 PWC Railway Wharf and Access

**LOCATION:** Foot of Prince Street on Hillsborough (East) River

**SITE:**
**Area:** 4.96 ha
**Function:** Commercial Shipping Wharf
**Covered by Structures:** 30%
**Covered by Water:** 70%
**Access:** Good by boat and car, fair by foot
**Parking:** Adequate
**Surrounding Land Use:** Industrial, Marine, Transportation
**Acquisition Dates:** 1927, 1959
**Zoning:** Industrial

**STRUCTURES:**
**Number:** 11 (2 main storage sheds)
**Occupants:** TC, AGR, local business people
**Number of Storeys:** 1 to 2
**Area:** 2379.6 $m^2$
**Date of Construction:** 1951
**Condition:** Fair
**Major Renovations:** Wharf protective piles (1981)

**CRPI Code:** 11 020 22 03 101 DPWO 02038 Wharf and Approach

## APPENDIX A

## GLOSSARY OF TERMS

**Economic Life** The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed and generally is shorter than the physical life of the improvements.

**Excess** No longer required for operational purposed by a particular department See "Surplus Property Procedures".

**FLM - Federal Land Management** FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

**Gross Area** (Outside Gross) That area from the outside surface of the outer building wall to the outside surface of the opposite outer building wall, for the area of each floor, without any deductions for openings which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

**Heritage Designation** The PWC Heritage Policy applies to all PWC-owned structures constructed prior to 1945. Each structure is assessed according to the policy and when heritage value is present it is designated as follows.

**"Important"** deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.

**"Preserve"** will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.

**"Maintain"** require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.

**"Insignificant"** no appreciable heritage or social value.

**Non-habitable vacant space** Space which, by reason of design and/or condition cannot be used to satisfy client requirements.

**Property** Generally refers to an area of land plus any structures that may be located thereon.

**Rentable Floor Area** That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (e.g. furnace rooms, public stairs, etc.).

**Surplus Property Procedures** When a federal department or agency no longer has any use for a property, it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the final disposal of the property. When there is no federal interest, if disposal is appropriate, the practice is to give provincial and municipal governments, in that order, an opportunity to acquire the surplus property at current market value.

**Usable Floor Area** that area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g. washrooms, cafeterias).

## APPENDIX B

## ABBREVIATIONS

| | |
|---|---|
| AGR | Agriculture Canada |
| CBC | Canadian Broadcasting Corporation |
| CEIC | Canada Employment and Immigration Commission |
| CMHC | Canada Mortgage and Housing Commission |
| CN | Canadian National |
| CPC | Canada Post Corporation |
| DFO | Fisheries and Oceans |
| DND | National Defence |
| DOE | Environment Canada |
| DOE-AES | Atmospheric Environment Services |
| DOE-PC | Parks Canada |
| DOJ | Department of Justice |
| DREE | Regional Economic Expansion |
| DVA | Veterans Affairs |
| HWC | Health and Welfare Canada |
| ITC | Industry, Trade and Commerce |
| PWC | Public Works Canada |
| RC-C&E | Revenue Canada - Customs and Excise |
| RC-T | Revenue Canada - Taxation |
| SSC | Supply and Services Canada |
| RCMP | Royal Canadian Mounted Police |
| TC | Transport Canada |

| | |
|---|---|
| CBD | Central Business District |
| CADC | Charlottetown Area Development Corporation |
| CARPB | Charlottetown Area Regional Planning Board |

## APPENDIX C

## ASC PUBLISHED REPORTS

**NEWFOUNDLAND**

St. John's

**NOVA SCOTIA**

Halifax-Dartmouth

**NEW BRUNSWICK**

Fredericton
Saint John

**QUEBEC**

Lower St. Lawrence
Gaspé and the Magdalen Islands
Granby
Haut-Saguenay
Lac St. Jean
Quebec Urban Community
Sorel
St. Hyacinthe
Valleyfield

**ONTARIO**

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
London
Metropolitan Toronto
Mid Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Regional Municipality of Waterloo
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

**MANITOBA**

Winnipeg

**SASKATCHEWAN**

Regina
Saskatoon

**BRITISH COLUMBIA**

Fraser Valley
The Kootenays
Okanagan Region
Vancouver (Map only)

**YUKON**

Whitehorse

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Village of East Royalty, Official Plan and Zoning By-laws.
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PEI Royal Commission, Land Ownership and Land Use 1973.

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CN, Freight Sales, Weymouth PEI (Telcon) February 1982.

PWC, Planning and Coordination, Harbour Improvements, Charlottetown, June 1981.

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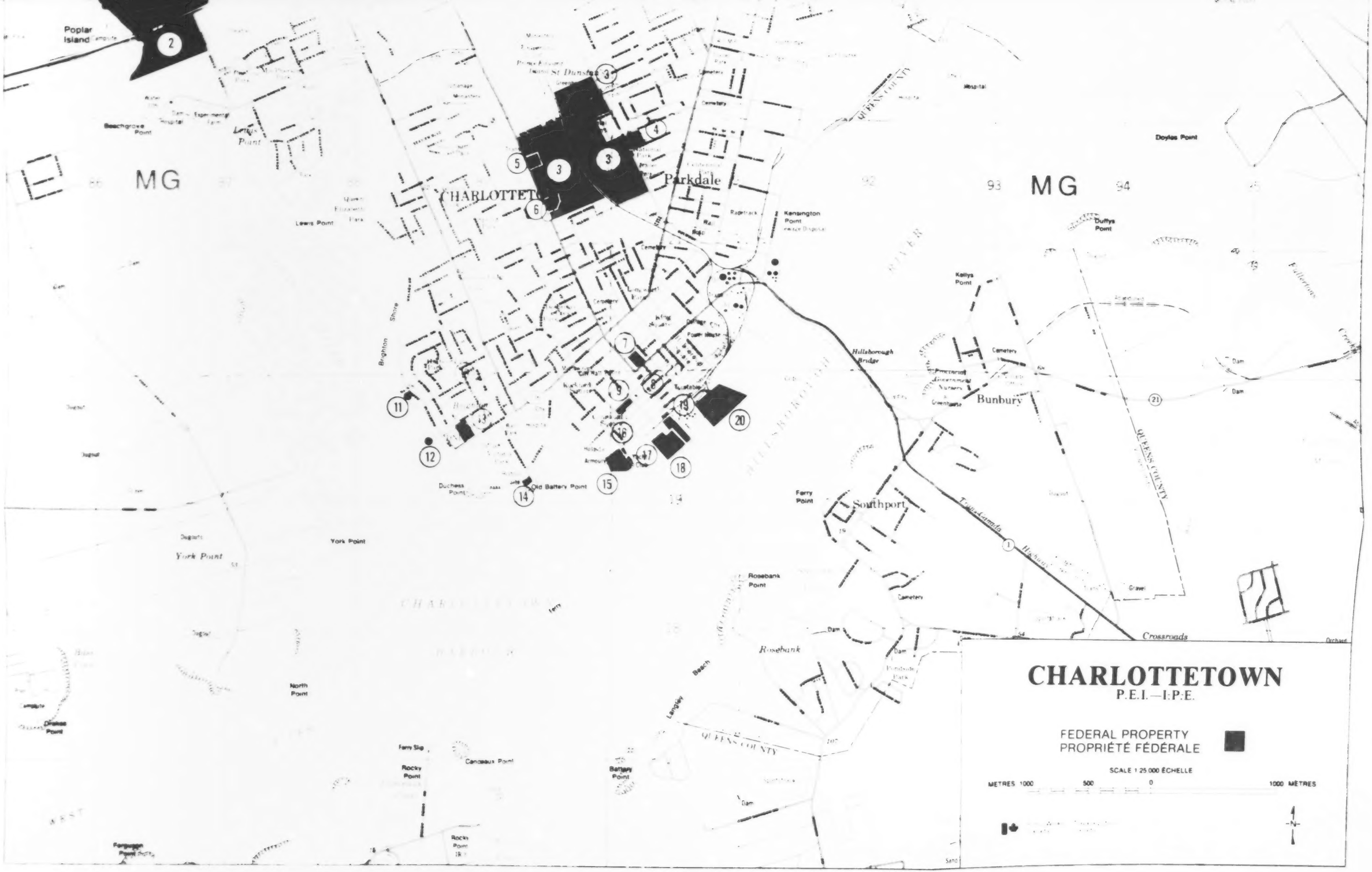
Brackley
Dam
Dugout
1a
CANADIAN
NATIONAL
Royalty Junction
Winsloe
Highfield
QUEENS COUNTY
Gravel
Cemetery
Conveyor
Air Beacon
1
Marshfield
Racetrack
Cemetery
Dugout
East Royalty
West Royalty
Trans Canada
Poplar Island Campsite
Beachgrove Point
Lords Point
Experimental Farm
Hospital
Orphanage
Monastery
Prince Edward Island
St Dunstan's
CHARLOTTETOWN
1b
Sherwood
Parkdale
Hillsborough Park
Shopping Centre
Golf Course
Hospital
Heartz Shore
Munns Point
Doyles Point
86
MG
87
88
92
93
MG
94
95


Poplar Island
Beachgrove Point
Lewis Point
MG
CHARLOTTETOWN
Parkdale
Kensington Point
Duffys Point
Doyles Point
Kellys Point
Hillsborough Bridge
Bunbury
Brighton Shore
Duchess Point
Old Battery Point
York Point
Ferry Point
Southport
Rosebank Point
Rosebank
Langley Beach
North Point
Ferry Slip
Rocky Point
Cancaeux Point
Battery Point
Crossroads
QUEENS COUNTY
Hospital
Cemetery
Dam
Gravel
Orchard
Sand
CHARLOTTETOWN
P.E.I.—I.P.E.
FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE
SCALE 1:25 000 ÉCHELLE
METRES 1000 500 0 1000 MÈTRES
N

POOR

QUALITY

ORIGINAL